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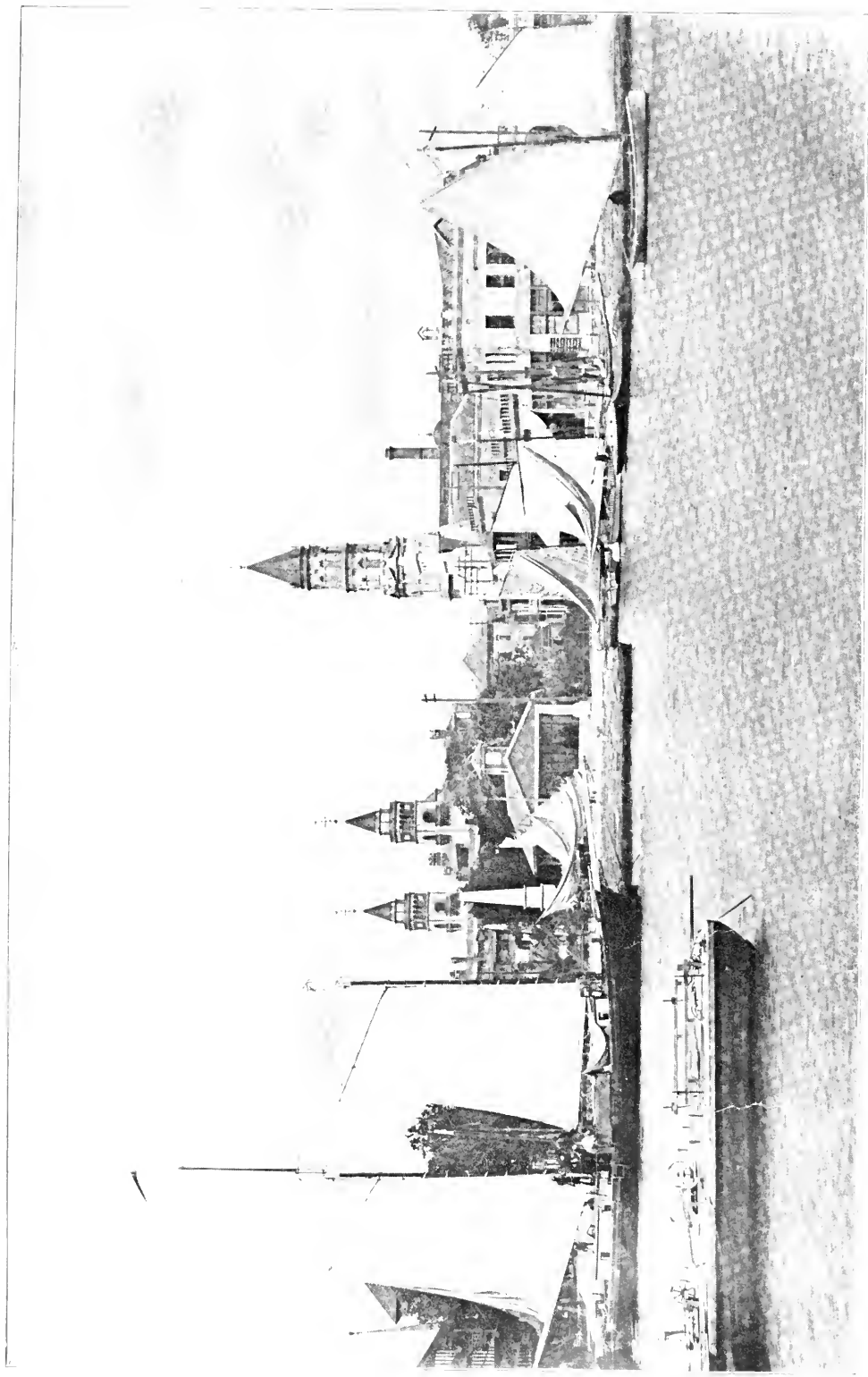


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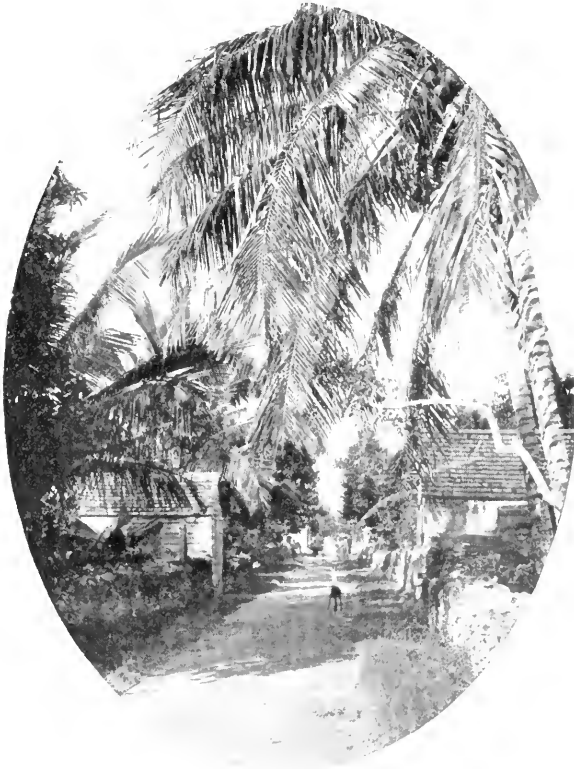




A MORNING IN ST. AUGUSTINE.

THE STANDARD GUIDE

ST. AUGUSTINE • EAST COAST OF
FLORIDA • NASSAU AND HAVANA



WITH NINETY ILLUSTRATIONS

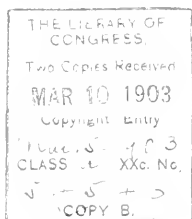
ST. AUGUSTINE, FLORIDA

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A STUDY IN ST. AUGUSTINE.

Sketch from painting, by Louis C. Tiffany.

W. H. FOSTER & R. E. REYNOLDS

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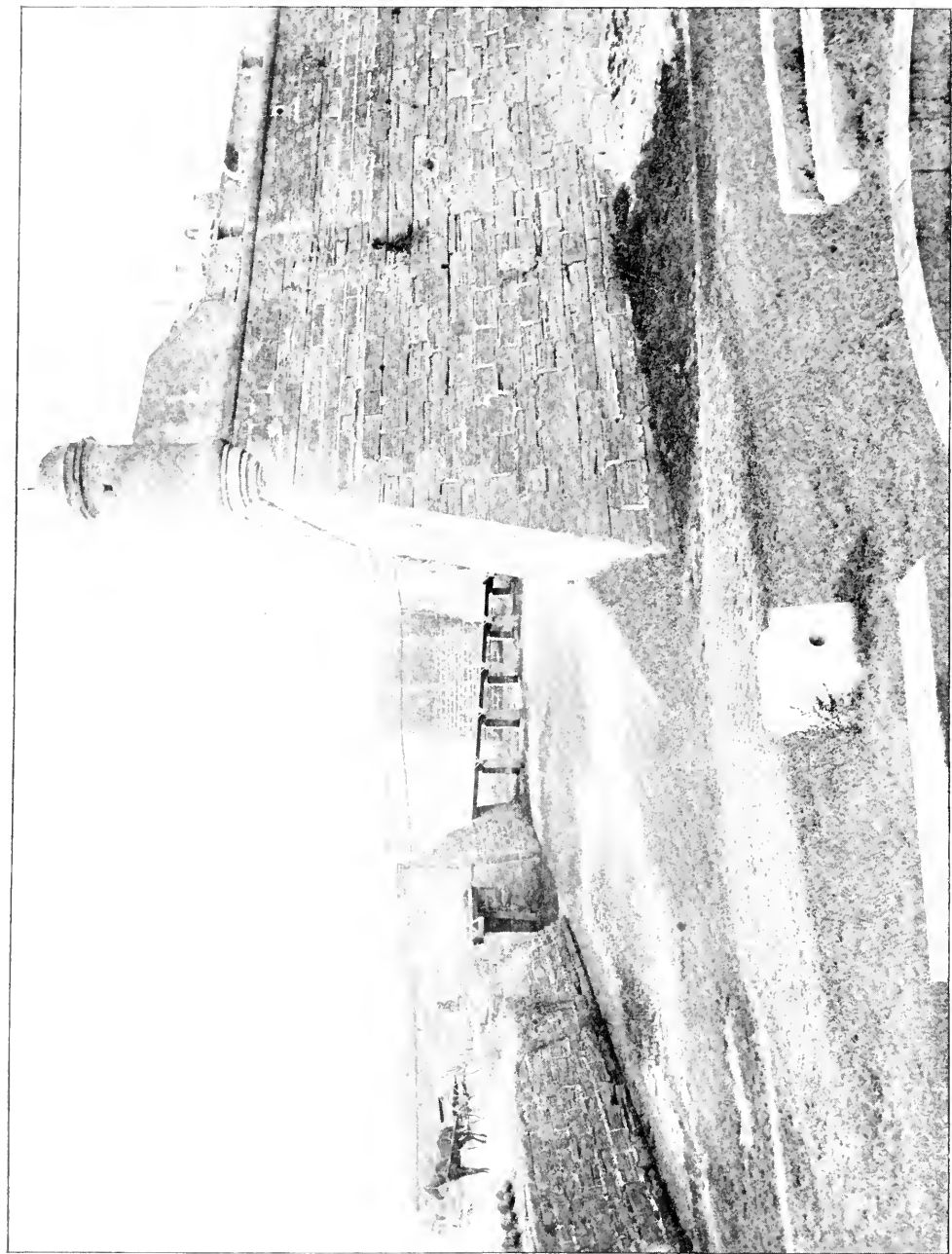
m.w.s. mem. 12, 1903

The Park - St. Augustine



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FORT MARION—BASTION AND MOAT.

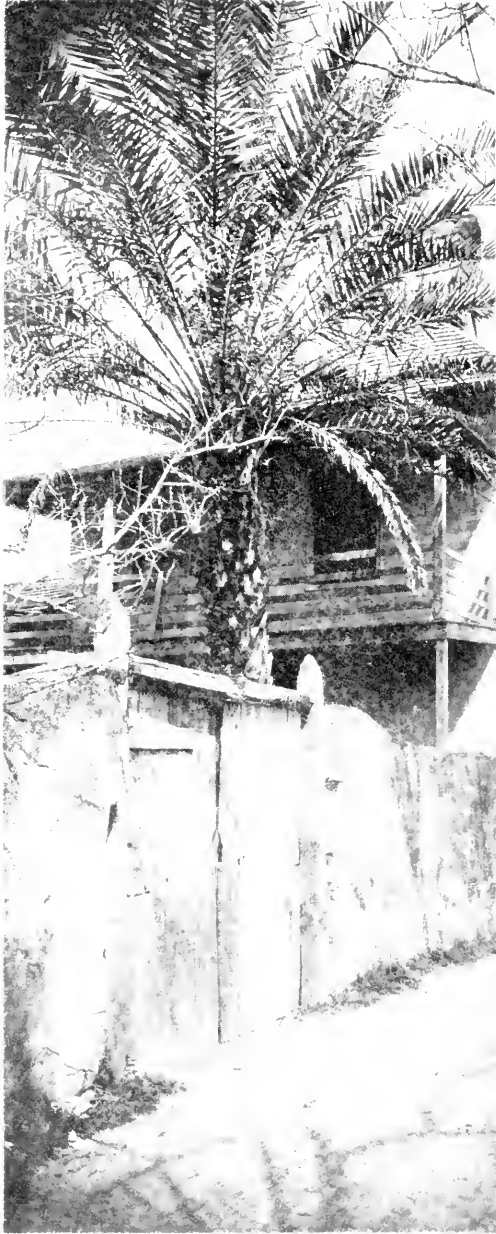


ST. AUGUSTINE.



FORTIFICATION and defense were the first thought of the Spanish soldiers who founded St. Augustine; and for three centuries the most significant feature of the town, which greeted the eye of the traveler as he entered the harbor, was the forbidding and portentous mass of Fort San Marco, set here to challenge approach from sea. To-day, as the train emerges from the pines and palmettos, our first glimpse is of the towers of the great hotels, significant of welcome and hospitality. St. Augustine has become a fashionable winter resort, whose spacious hotels dominate the aspect of the surroundings, and in their luxury and magnificence have no equals in the world; it is the winter Newport, whose visitors are numbered by tens of thousands, whose private residences are distinguished for elegance and comfort. Year by year the city grows more beautiful, and with each innovation and transformation adds to its attractiveness. The old has been supplanted by the new, yet the town preserves a distinctive character all its own, and there is now more than ever before about the old city an indefinable charm which leads one's thoughts back to it again and gladdens the face that is once more turned toward Florida and St. Augustine.

The distances here are not great. Fort Marion and the Gateway on the north, the sea-wall on the water front, the Plaza in the center, with its Cathedral, the narrow streets, and the Barracks on the south—these are the features of the old town in which we shall be interested, and all lie within the limit of a mile. The principal streets run north and south; the cross streets at right angles, east and west. The main thoroughfare, St. George street, extends through the center of the town to the City Gate; from that point it is known as San Marco avenue.

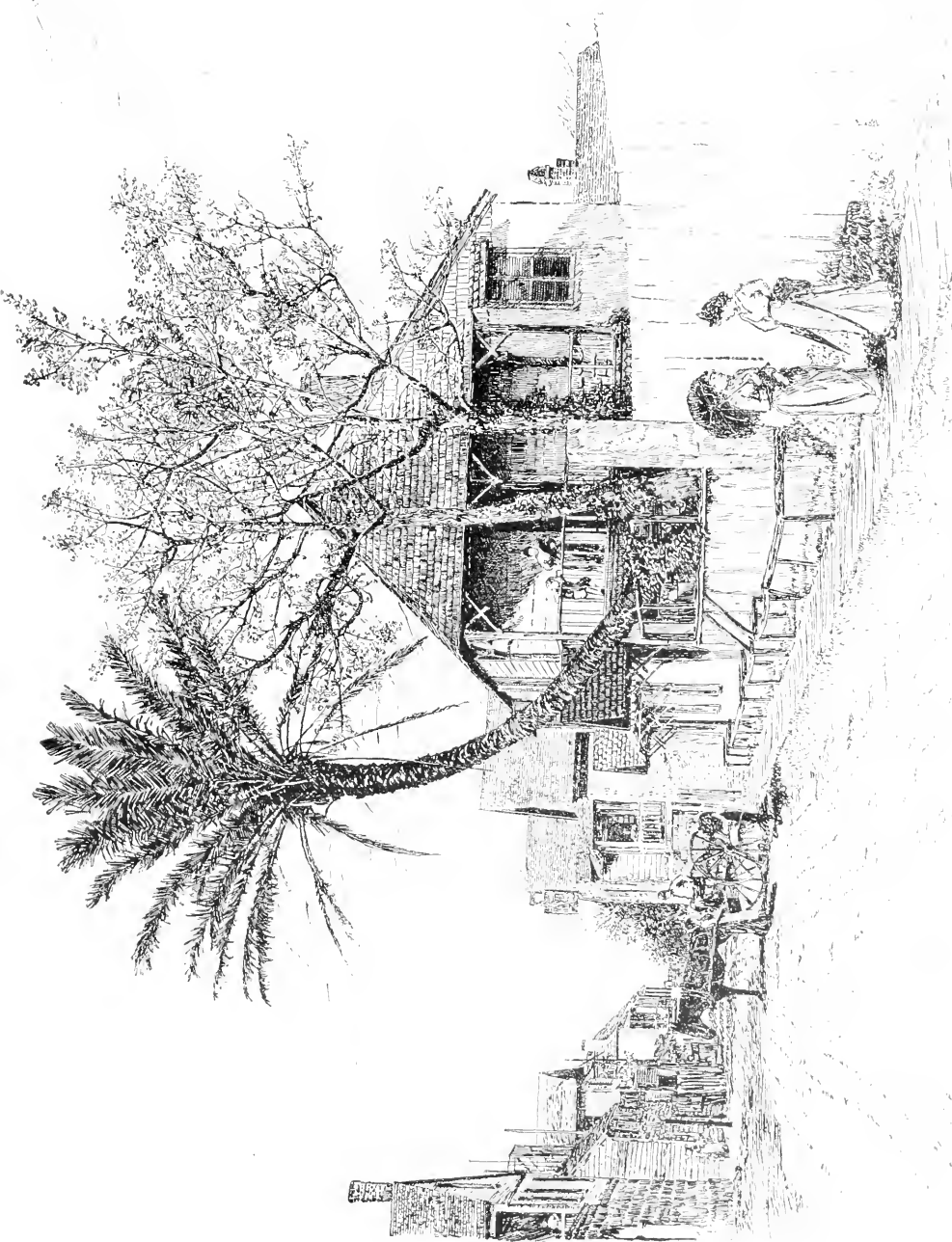


A BIT OF OLD ST. AUGUSTINE.

Treasury street, crossing St. George one block north of the Plaza, narrows at the east end to an alley, across which two persons may clasp hands. King street extends west from the Plaza to the St. Sebastian River. The narrow little streets, with their foreign names and foreign faces, their overhanging balconies and high garden walls, through whose open doors one caught glimpses of orange and fig and waving banana, were once among the quaint characteristics which made the old Florida town charming and peculiar among all American cities. But the picturesque streets, of which tourists delighted to write, have almost ceased to be a pleasing feature of St. Augustine. Some have been widened; and others, shorn of their quaintness, are ill adapted to the swelling traffic.

A portion of the native population, distinguished by dark eyes and dark complexions, is composed of MINOREANS. In 1760, during the British occupation, a colony of Minoreans and Majoreans from the Balearic Islands, in the Mediterranean Sea, were brought to New Smyrna, on the Indian River, south of St. Augustine, by an English planter named Turnbull. They were deceived by Turnbull and subjected to gross privations and

cruelty, and at last deserted New Smyrna in a body, came to St. Augustine, were



ST. FRANCIS STREET.

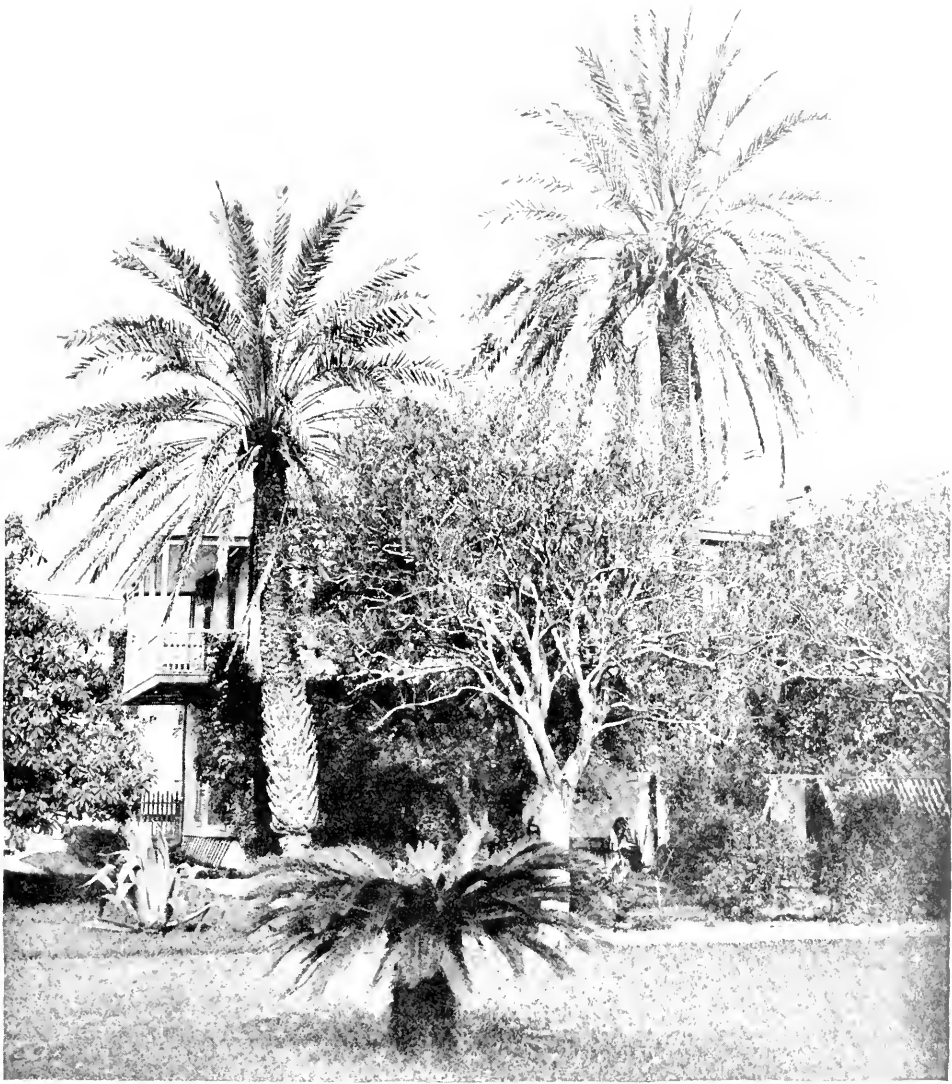


TREASURY STREET.
From Bay Street.

defended against the claims of Turnbull, received an allotment of land in the town, built palmetto-thatched cottages, and remained here after the English emigrated.

The Fort, the Gateway and the old houses are built of *COQUINA* (Spanish, signifying shellfish), a native rock found on Anastasia Island. It is composed of shells and shell fragments of great variety of form, color and size. Ages ago these were washed up in enormous quantities by the waves, just as masses of similar material are left now on the beach, where one may walk for miles through the loose fragments which under favorable conditions would in time form coquina stone. Cut off from the sea, the deposits are in time partially dissolved by rain water and cemented together.

The material of which the new hotels are built is a composition of sand, Portland cement and shells. A wall is constructed of successive layers of concrete; as each layer hardens a new one is poured in on top of it. When completed, the wall is one stone; indeed, the entire wall construction of a concrete building is one solid mass throughout—a monolith, with neither joint nor seam. The plastic material lends itself admirably to architectural and deco-



A GARDEN ON ST. GEORGE STREET.

rative purposes, and possesses the very important qualities of durability and immunity from destruction by fire. It was first employed in the *VILLA ZORAYDA*, worthy of note because of the architectural design and the elaborate manner in which the owner-architect has successfully developed his plan of an oriental building as appropriate to the latitude of Florida. The architecture throughout is Moorish, after sketches and photographs in Spain, Tangier and Algiers. Above



"THE OVERHANGING BALCONIES."

the front entrance is the inscription in Arabic letters: *Wa la ghalib illa lla*—"There is no conquerer but God"—the motto which is everywhere reproduced on the escutcheons and in the tracery of the Alhambra.

THE MEMORIAL PRESBYTERIAN CHURCH, erected in 1889 by Mr. H. M. Flagler, is an elaborate structure, in the style of the Venetian Renaissance, and in wealth of exterior decoration surpasses any other building in St. Augustine.

Ancient landmarks are disappearing, but the pillars of the CITY GATEWAY remain as notable monuments of the past. Inconsequential as the towers now appear there was a time when they stood out bravely enough, and in their se-

curity St. Augustine rejoiced. In those days they looked out upon a wilderness; the belated traveler hurried on to their shelter; and the town slept securely when the Barrier Gate was fast shut against the midnight approach of a foe from without. Stoutly their walls gave their strength when it was needed, and defended for the King of Spain his garrison town in Florida. They have witnessed many a narrow escape and many a gallant rescue. More than once have they trembled with the shock of assault, and more than once driven back the foe repulsed. To-day, dismantled and useless, out of keeping with the customs of the day and the spirit of the age, long since left behind by the outstretching town, the picturesque old ruins linger as cherished landmarks. Here we are on historic ground.

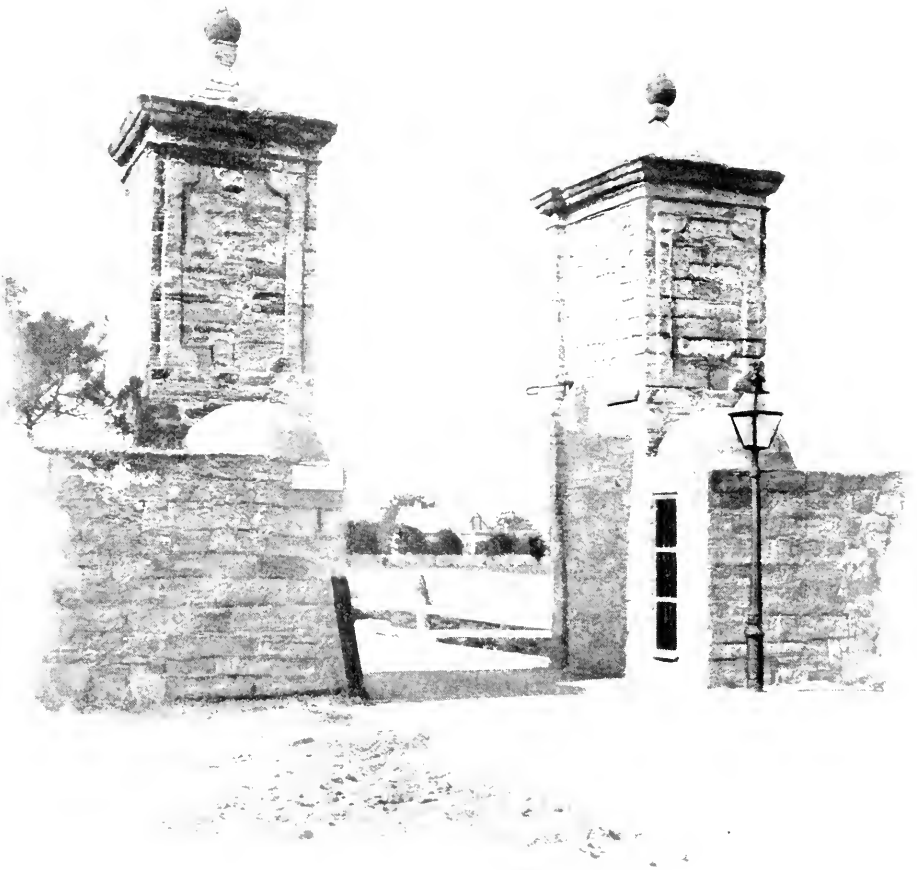
The gateway is the only conspicuous relic of the elaborate system of fortifications which once defended St. Augustine. The town being on a narrow peninsula running south, an enemy could approach by land only from the north. Across this northern boundary, east and west, from water to water, ran lines of fortification, which effectually barred approach. From the fort a deep ditch extended to the St. Sebastian; and was defended by a high parapet, with redoubts and batteries. The ditch was flooded at high tide. Entrance to the town was by a draw-



THE PLAZA FROM THE SEA-WALL.



THE OLD HOUSE ON ST. GEORGE STREET.



"LINGER AS CHERISHED LANDMARKS."

bridge across the moat and through the gate. Earthworks extended along the St. Sebastian River in the rear (west) of the town, and around to the Matanzas again on the south. The gate was closed at night. Guards were stationed in the sentry boxes. Just within the gate was a guard house, with a detachment of troops. When the sunset gun was fired, the bridge was raised, the gate was barred, and the guards took their stations. When once the gate was closed, the belated wayfarer, be he citizen or stranger, must make the best of it without the town until morning.

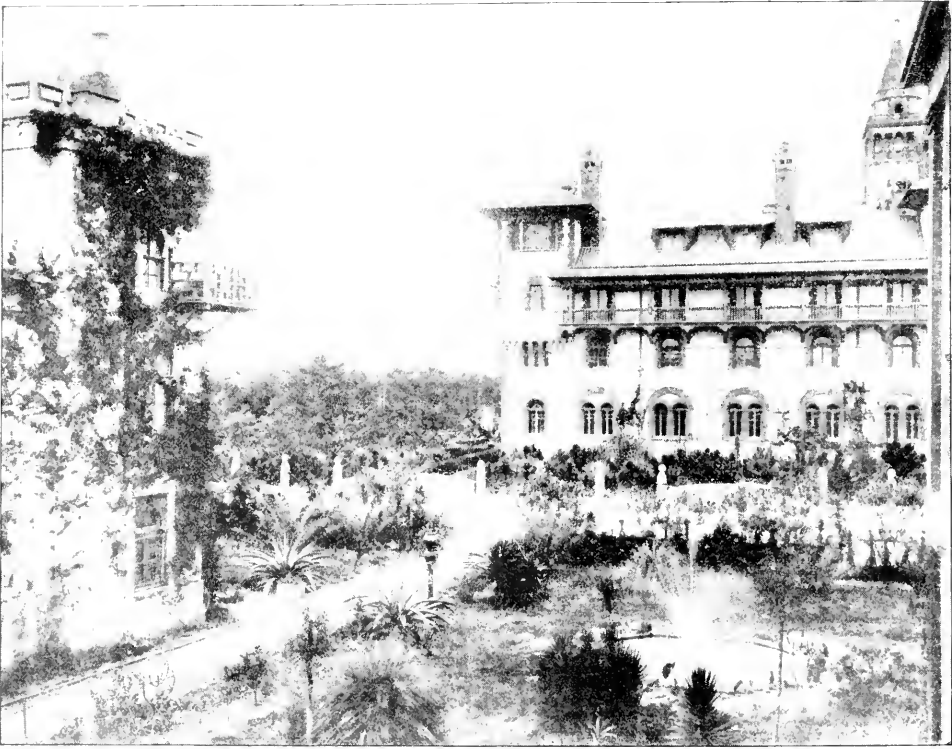


HOTEL CORDOVA—CORDOVA CORNER.

The PLAZA is a pleasing bit of greensward in the center of the town. It is a public park of shrubbery and shade trees, with monuments and fountains, an antiquated market place inviting one to loiter, and an outlook to the east over the bay and Anastasia Island to the sails of ships at sea. The open structure on the east end of the Plaza is commonly pointed out as the "old slave pen," or "SLAVE

MARKET," and it is sometimes alleged to have been of Spanish origin. It never was used as a "slave pen," nor as a "slave market," nor had the Spaniards anything to do with it, for they had left the country twenty years before it was built. The market was built in 1840, for the sale of meat and other food supplies, and it was devoted to that use.

It was not until the influx of curiosity-seeking tourists, after the Civil War, that any one thought of dubbing the Plaza market a "slave market." The name was



THE NEW ST. AUGUSTINE.

invented by a photographer in order to sell his photographs. The "slave market," "Huguenot Cemetery" and "oldest house" yarns have been told so often to credulous visitors that there are now some residents of St. Augustine who actually almost believe the stories themselves; but the facts are that St. Augustine never had a slave market nor a Huguenot cemetery, and that no one knows which house is the oldest.

The park takes the name of Plaza de la Constitucion from the monument erected here by the Spaniards in 1813 to commemorate the adoption of a liberal



MEMORIAL PRESBYTERIAN CHURCH.

constitution by the Spanish Cortes. The Plaza monument to the Confederate dead was erected in 1872 by the Ladies' Memorial Association.

Facing the Plaza on the west is the Post Office; the east end is open to the bay. On the south rises the spire of Trinity Church. On the north is St. Joseph's



THE PLAZA, MONUMENT AND CATHEDRAL.



GROUPS OF THE BUCKINGHAM LOOKING TOWARD THE ALCAZAR.

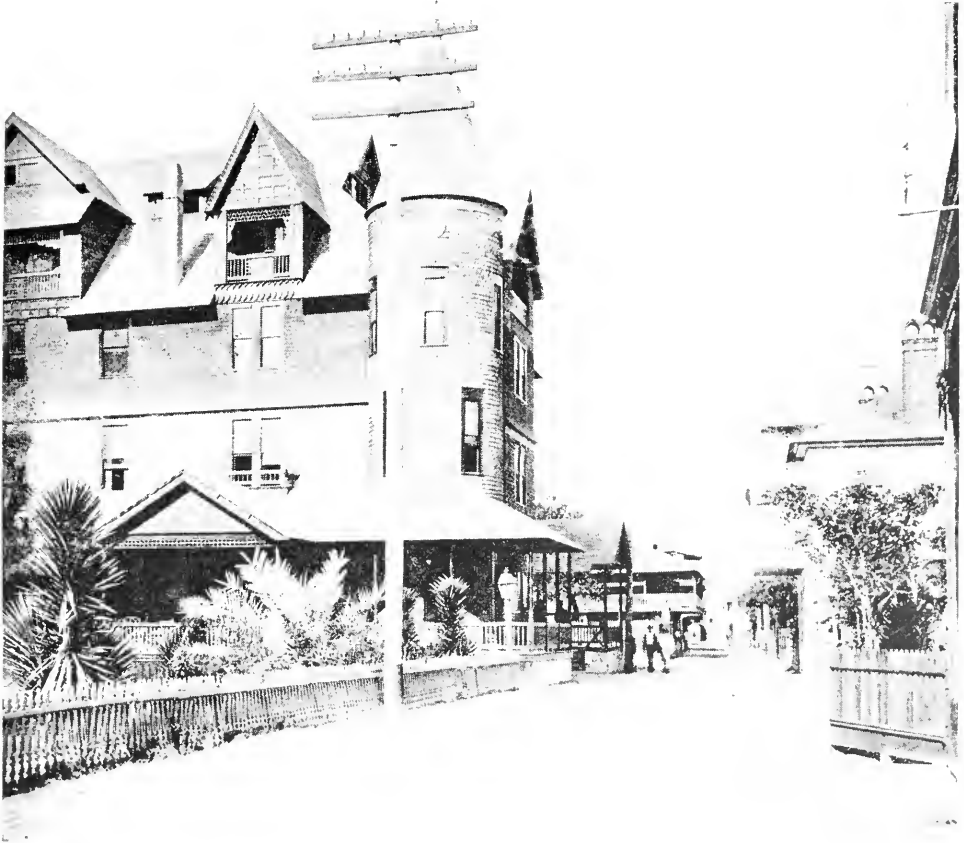
CATHEDRAL, completed in 1791, burned in 1887 and rebuilt and enlarged in 1887-88. One of the original bells bears the inscription "SANCTE · JOSEPH · ORA · PRO · NOBIS · D · 1682."

Extending from Fort Marion south along the water front to the United States barracks stands a SEA-WALL of coquina capped with New England granite. It affords a necessary protection against the encroachment of the sea; the site of St. Augustine is so low that under certain conditions of wind and tide the waves would inundate much of the town. In heavy east storms the water dashes over the top of the wall. The need of such a barrier against the sea was recognized at an early time. There is a touch of the humorous side of history in the spectacle of Spain, having chosen this bit of Florida soil for a town, building first a fort to defend it from invaders, and then a wall to protect it from the inroads of the sea. The present wall was built by the United States, in 1835-42, as a complement to the repairs of Fort Marion, at an expense of \$100,000. The length is $\frac{3}{4}$ mile, the height 10 feet.

Complementing the battlements and watch-towers of Fort Marion on the north, the ST. FRANCIS BARRACKS stand out conspicuously at the south end of the sea-wall facing the Mantanzas. They take the name from the Franciscan Convent, whose former site they occupy. The old building has been greatly modified by the

United States Government, although not entirely rebuilt; and some of the original coquina walls of the convent remain.

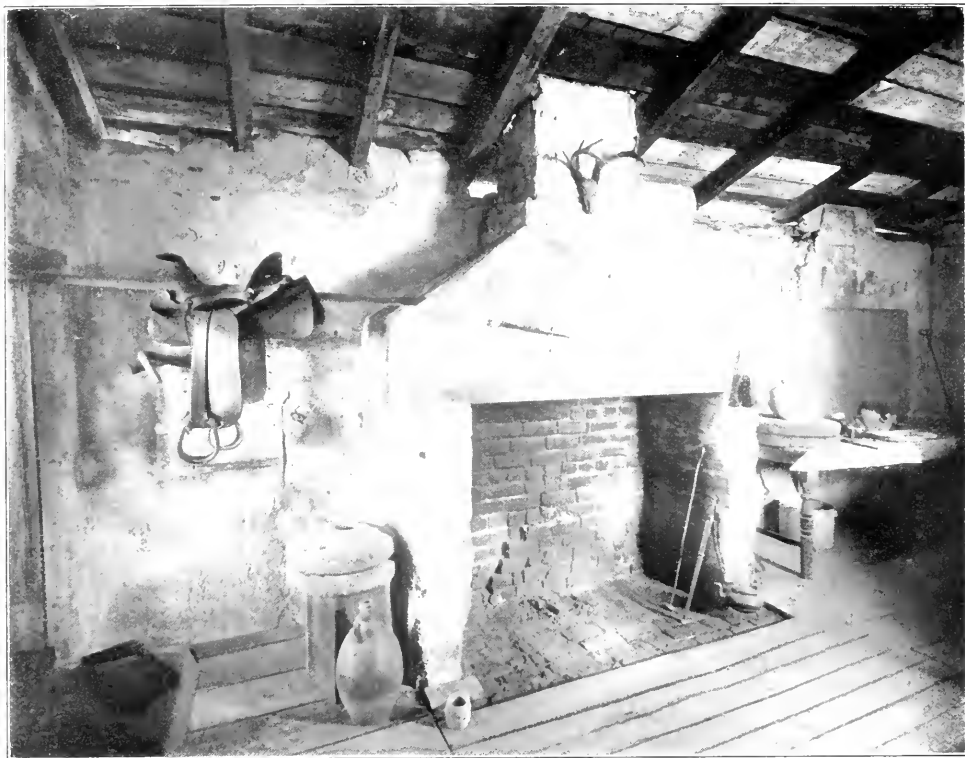
A short distance south of the Barracks is the MILITARY CEMETERY, where are three low pyramids of masonry forming the tombs of officers and men who lost their lives in the Seminole War. The memorial shaft is commonly spoken of as



ST. GEORGE STREET.

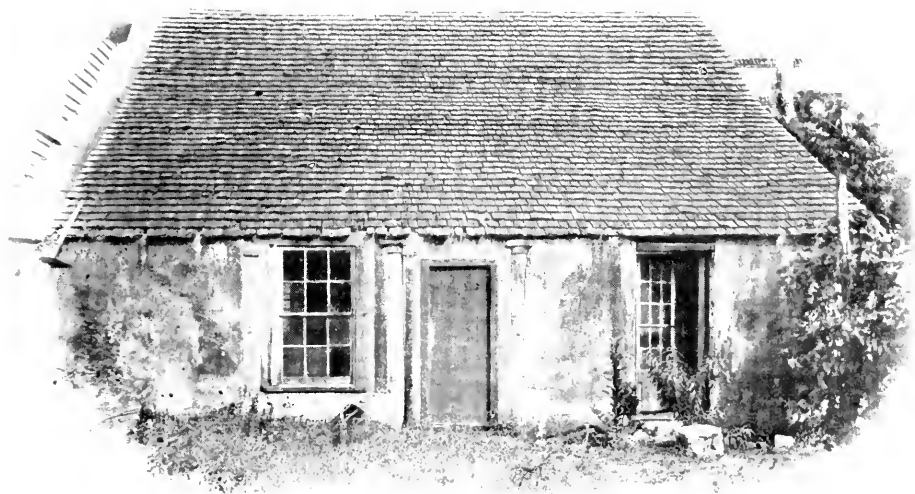
Showing the Hotel Magnolia.

"Dade's Monument," because more than one hundred of the soldiers interred here were those who perished in the "Dade Massacre," one of the most tragic incidents of the Seminole War. In August, 1835, Major Dade and a command of troops, 110 all told, were on their way from Fort Brooke to Fort King. At half past nine o'clock, Friday morning, August 28, they were marching through an open pine barren, four miles from the Great Wahoo Swamp, when they were fired on by a band of Seminoles in ambush, and all but three were killed.

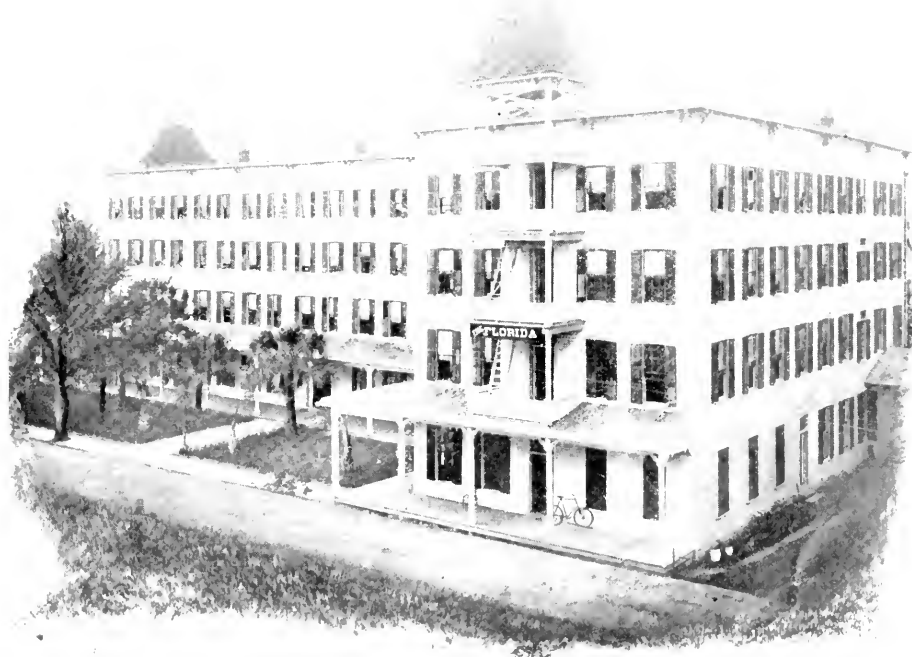


THE OLD FIREPLACE IN THE VEDDER MUSEUM.

The scope of the influence of the St. Augustine Institute of Science and Historical Society has been greatly enlarged by the purchase of the well-known Vedder Collection in Natural History. This collection, to which the late Dr. Vedder had devoted many years of his life, covers very completely the natural history of Florida. And now that this has been added to the Geological Archeological, Mineralogical and Historical Collection, the Society has a solid foundation that will eventually develop into a collection of the greatest value to both the man of science and the historian as well. It is the only attempt of the kind made anywhere in the State of Florida, and as such deserves the most hearty support both from the citizens of Florida and from those who seek the State and city for health and pleasure. The fact that the Museum is in an old historic house that has never been remodeled gives an added attraction to the sightseer and antiquarian. Our illustration shows one of the Museum rooms containing the old fireplace just as it has been used for so many years. As one of the coquina houses of a type that is rapidly disappearing, the building itself is worth visiting. The Museum is on Bay street at the corner of Treasury street, one block north from the Plaza.



THE OLD HOUSE ON ST. GEORGE STREET.



THE FLORIDA.



FORT MARION LOOKING TOWARD THE SEA.

FORT MARION is at the north end of the sea-wall and commands the harbor. It is open daily (admission free) from 8 A. M. to 4 P. M. Afternoon is the most pleasant time for seeing the fort. The sergeant in charge conducts visitors through the casemates, and repeats by rote a farrago of fantastic rubbish which is not to be taken too seriously. Most of what he relates is of his own invention. The fort, which is the only example of mediæval fortification on this continent, is a fine specimen of the art of military engineering as developed at the time of its construction. It is a massive structure of coquina stone, with curtains, bastions, moat and outworks.

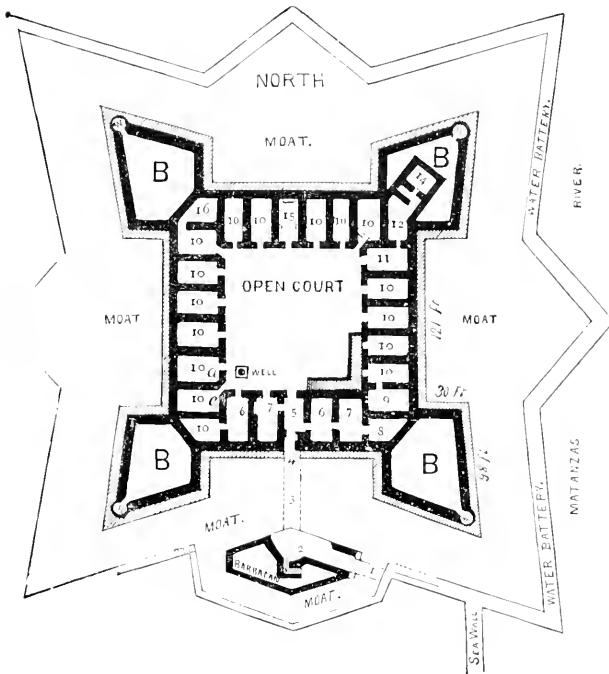
Surrounding the fort on the three land sides is an immense artificial hill of earth, called the glacis. From the crest of the glacis on the southeast, a bridge, formerly a drawbridge, leads across part of the moat to the barbican. The barbican is a fortification, surrounded by the moat, directly in front of the fort entrance, which it was designed to protect. In the barbican at the stairway are the Arms of Spain. A second bridge, originally a drawbridge, leads from the barbican across the wide moat to the sally-port, which is the only entrance to the fort. This was provided with a heavy door, called the portcullis. On the outer wall, above the sally-port, is the escutcheon, bearing the Arms of Spain; and the Spanish legend, which read:

REYNANDO EN ESPAÑA EL SEÑOR DON FERNANDO SEXTO Y SIENDO GOVERNADOR Y CAPTAN DE
ESA CIUDAD SAN AGUSTIN DE LA FLORIDA E SUS PROVEDOR EL MARESCAL DE CAMPO DON ALONZO
FERNANDO HEREDA ASI CONCLUYO ESTE CASTILLO EL AÑO 1756 DIRIGIENDO LAS OBRAS
EL CAPITAN INGENIERO DON PEDRO DE BROZAS Y GARAY

"Don Ferdinand VI., being King of Spain, and the Field Marshal Don Alonzo Fernando Hereda being Governor and Captain-General of this place, San Augustin of Florida, and its province, this fort was finished in the year 1756. The works were directed by the Captain-Engineer Don Pedro de Brozas of Garay."

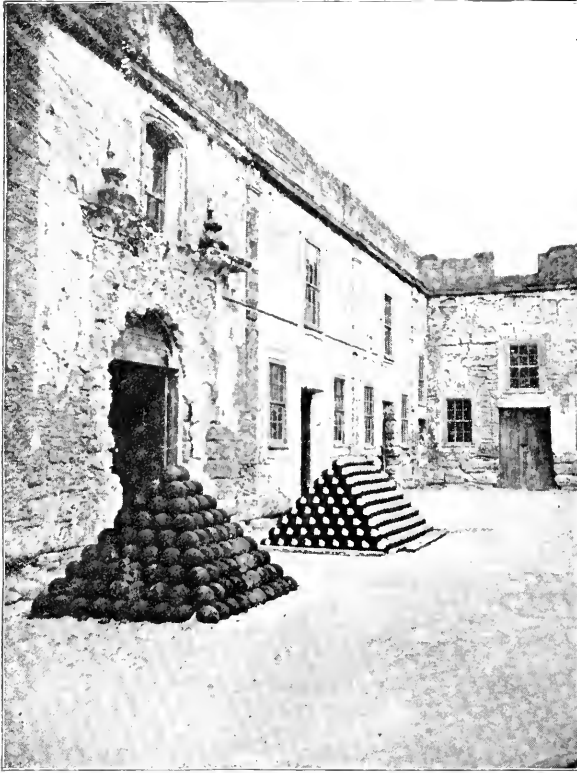
Within the fort on the right of the entrance hall is the old bake room, and beyond this are two dark chambers, which were used for storage. On the left is the guards' room. The hall opens upon a large square court (103 by 100 feet). Around this court are casemates or rooms which were used for barracks, messrooms, storerooms, etc. Some of the casemates were divided into lower and upper apartments. A beam of light is admitted through a narrow window or embrasure, high up near the arched ceiling. From the first east casemate a door leads back into an interior dark room. From the furthest casemate on the same side an entrance leads back into a dark chamber, off from which a narrow passage leads through a wall 5 feet deep into a space 6 feet wide; and from this a low aperture 2 feet square gives access through another wall 5 feet deep, into an innermost vault or chamber, which is 19½ feet long, 13 2-3 feet broad, and 8 feet high. The arched roof is of solid masonry. There is no other outlet than the single aperture. This is the so-called "dungeon" of Fort Marion. It was designed for a powder magazine or bomb-proof. When the fort was in repair the chamber was dry and fit for use as a safe deposit for explosives; but when the water from above percolated through the coquina, this bomb-proof or powder magazine became damp and unwholesome. For this reason it was no longer used except as a place to throw rubbish into. Then it bred fevers, and finally, as a sanitary measure, the Spaniards walled it up, and the middle room as well. They did this in the readiest way by closing the

entrances with coquina masonry. When the United States came into possession of the fort the officers stationed here did not suspect the existence of these disused chambers, although among the residents of the town were men who had knowledge of them and of their prosaic use as deposits for rubbish. One of these residents once related to the writer his recollection of the disused powder magazine, as he was familiar with it when, as a boy, he was employed at the fort. In 1839 the masonry above the middle chamber caved in, and while the engineers were making repairs the closed entrance to the innermost chamber was noticed, and investigation led to its discovery. Refuse and rubbish were found there. The report was given out—whether at the time or later—that in this rubbish were some bones. From this insignificant beginning the myth-makers evolved first the tale that the bones were human, then they added a rusty chain and a staple in the wall, a gold ring on one



PLAN OF FORT MARION.

1, bridge from barbican to glacis. 2, stairway to barbican. 3, bridge over moat. 4, sally-port. 5, hall. 6, bake room. 7, 8, dark rooms. 7 (left), guards' room. 9, interior dark room. 10, 10, casemates. 11, casemate. 12, interior dark room. 14, bomb-proof. 15, chapel. 16, dark room. 16a, treasurer's room. 16c, casemate from which Coacoochee escaped. B, bastion. W, water-tower.



CHAPEL ENTRANCE AND CASEMATES.

The four walls of the fort between the bastions are the curtains. The walls are 9 feet thick at base, $4\frac{1}{2}$ at top, and 25 feet high above the present moat level. The bastions are filled

skeleton's finger, instruments of torture, iron cages, a pair of boots, and a Spanish Inquisition tale of horror. Facing the court on the north is the chapel. In the wall of the court opposite, the French astronomers who came here in 1879 to observe the transit of Venus have left a marble tablet in commemoration of their visit. In the northwest bastion is another dark room. Casemate 10c is known as "Coacoochee's cell." Coacoochee was a Seminole chief, who at one time during the Seminole War was confined here; and with a companion made his escape by squeezing through the embrasure and dropping to the moat. The Seminole chief Osceola was also a prisoner in Fort Marion, whence he was removed to Fort Moultrie, in Charleston Harbor, where he died.

From the court a stone ascent leads up to the terreplein of the ramparts. This ascent was originally an inclined plane for artillery. At the outer angle of each bastion is a sentry box.



COURT OF FORT MARION.



THE SEMINOLE CHIEF OSCEOLA

with earth. The fort is surrounded by a moat, 40 feet wide, formerly deeper than at present, with a cemented concrete floor, and flooded from the bay at high tide. Along the outer edge of the moat are narrow level spaces called covered-ways; and wider levels called places-of-arms, where artillery was mounted and the troops gathered, protected by the outer wall or parapet, from which slopes the glacis. The fortification of stone (water battery) in front was built by the United States in 1842. The small brick building (hot shot furnace) in the moat dates from 1844.

In different forms and bearing different names, the fort has been established more than three centuries. For two hundred years the fort was St. Augustine, and St. Augustine was Florida. At first a rude and temporary structure of pine logs,

the fortification expanded in magnitude until it developed into the great stone fortress. In the years of its building the progress of such a work was slow. Convicts from Spain and Mexico, and Indians and slaves, quarried the stone on Anastasia Island, ferried it across the bay, and toiled at the walls; and it was not until the year 1756 that the work was considered finished. The story goes that the King of Spain, counting up the cost, fancied that the fort must have been built



RUINS OF SPANISH FORT AT MATANZAS INLET.

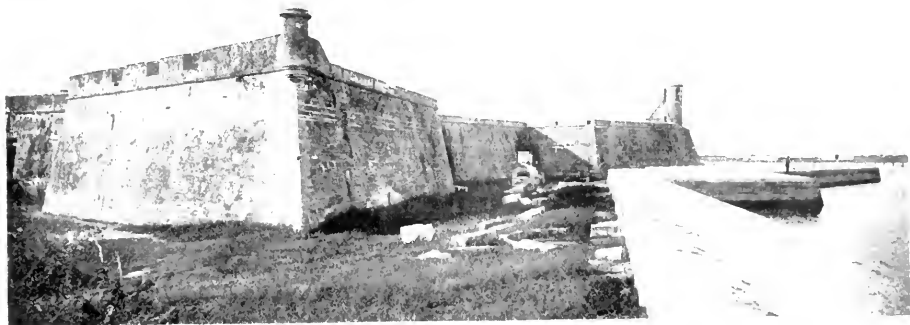
of gold; and we may well imagine that successive Governors-General filled their pockets out of the job and went home rich men.

The walls are built of coquina, which in its day was considered a very excellent material for this purpose, since cannon balls would sink into the wall without shattering it as they would harder stone. On the sea front of the southwest bastion are crevices, which according to local tradition were caused by British cannon balls from the opposite shore when the town was besieged by Oglethorpe, who in 1740 landed a force on Anastasia Island and bombarded the fort for forty days. In that age of crude artillery the coquina bastions were capable of withstanding a much more serious attack than that of Oglethorpe's batteries; but the art of war has changed since then, and Fort Marion would quickly be shattered by modern guns.

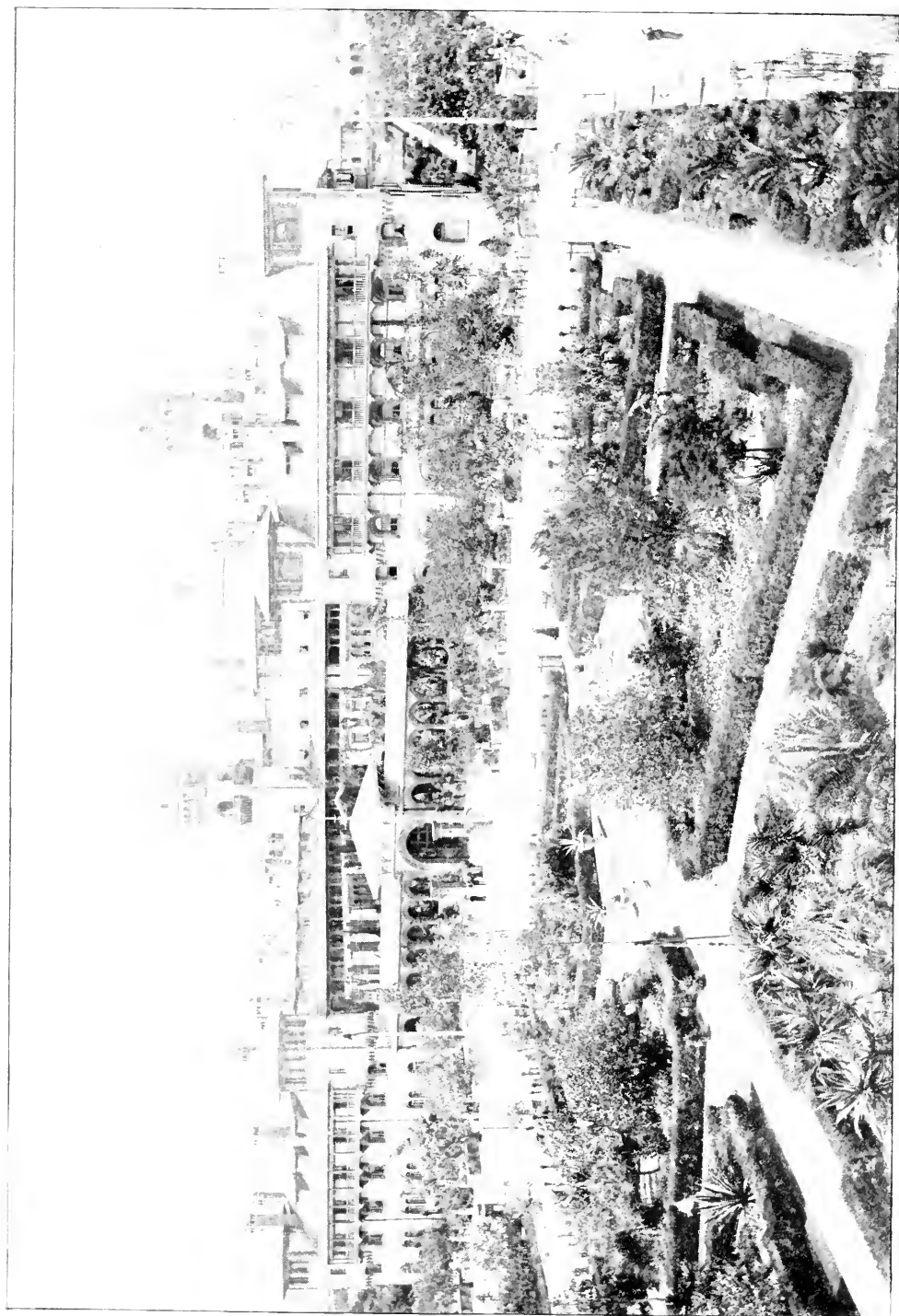
Shortly after coming into the possession of the United States, the fort was named Fort Marion, in honor of the Revolutionary hero, General Francis Marion.

ST. ANASTASIA ISLAND, lying in front of the town, between bay and ocean, is a favorite resort for excursion parties, and has many attractions for the tourist. The most pleasant time for a visit is the afternoon. The route is by bridge from King street, and rail, drive or cycle path. The LIGHTHOUSE is usually open to visitors. The light is a fixed white and revolving flash light, flashing once every 3 minutes, and is visible 19 miles. The purpose of the variability of the light is to render it distinguishable from others. Thus, while the St. Augustine light is a fixed white light varied by a flash every 3 minutes, the St. Johns River light, the next one north, is a fixed white light; and the Cape Canaveral light, the second one south, flashes every minute. The black and white spiral stripes, which make the tower look like a grotesque Brobdingnagian barber's pole, distinguish it from others by day; the tower of the St. Johns River light is red; that of the Cape Canaveral light has black and white horizontal bands.

Anastasia Island extends from St. Augustine south 12 miles to MATANZAS INLET, where there are picturesque ruins of an old Spanish fort which defended the sea approach to the town from the south. The name Matanzas (from the Spanish *Matanza*—slaughter) commemorates the massacre of the Huguenots, which occurred here in the year 1565, an event connected with the founding of St. Augustine by Pedro Menendez. The French Huguenots had established a settlement on the River St. Johns, and in 1565 Menendez came with a Spanish force to drive them out. He landed at the Indian village of Seloy, and on its site founded St. Augustine. The French, leaving a garrison in their Fort Caroline, sailed to attack St. Augustine, but their ships were driven south by a storm. Thereupon Menendez marched to the St. Johns, captured the French fort and put the garrison to death. Upon his return to St. Augustine he learned that the French fleet had been wrecked on the coast. He proceeded south to this inlet, discovered the Frenchmen on the other side, and by false promises induced them to surrender and deliver up their arms. Then he sent them boats, brought them over in small bands at a time, bound them, blindfolded them, led them behind the sand hills, and there in the name of religion put them to death.

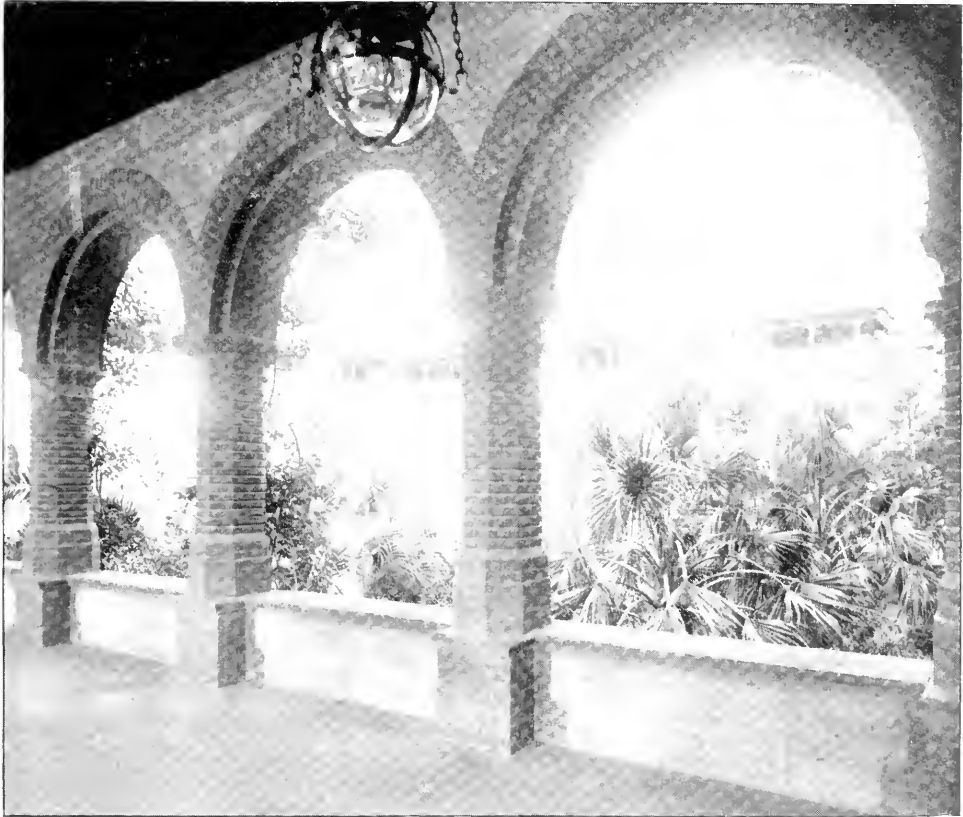


FORT MARION—THE WATER BATTERY.



THE PONCE DE LEON.
From Photo by W. H. Jackson, Photo and Pub. Co., Denver.

It has been the fashion in describing St. Augustine to lay emphasis on its Spanish character. With the one exception of the fort, however, no specially notable example of Spanish architecture was to be found here. Throughout the entire period of its rule from Madrid the town appears to have been always poor, as the Boucaniers found it in the middle of the seventeenth century. And yet no



COURT OF THE PONCE DE LEON.

natural conditions were wanting. The sky above St. Augustine arches as delicately blue and soft as that of Seville. The sunlight is as warm and as golden as that which floods the patios of Spanish Alcazars. The Florida heavens are as radiantly brilliant by night, and the full moon floats as luminously above the Atlantic coast, as where the pinnacles and minarets of Valencia glitter in its beams on the Mediterranean shore. Add to these natural adaptations the historic associations of Spain and the Spaniards, and there is little room for wonder that the visitor looked for some architectural monuments other than gloomy fortifications to commemorate the dignity and pride of the ancient Spanish rule.

Some such reflections as these, perhaps, prompted the designers of the projected PONCE DE LEON to look to the architecture of Spain for the style most appropriate for the structure. They found it in the Spanish Renaissance; and this was well chosen, for it was the style of which the development coincided with the most glorious period of Spanish history.

The historic symbolism of the decoration is to be observed at the very gateway of the court in the lion's masque which ornaments each of the gateposts. It is the heraldic lion of Leon, that sturdy Spanish town which so long and so bravely withstood the Moors; and an emblem, too, of the doughty warrior, Juan Ponce de Leon, proclaimed in his epitaph "a lion in name and a lion in heart." Above the arch of the gateway, repeated in the spandrels of the panel arches, is the stag's head, which was the sacred totem of Seloy, the Indian village on whose site St. Augustine was built. From the gateway of the court the towers are seen for the first time in their full proportions. Each side of the square tower is pierced near the top with an arched window, opening upon a balcony, reminding us of the balconies of Mohammedan mosques; and from them, at morning, noon or nightfall, we might almost expect to hear the muezzin's call to prayer. Crossing the court, past the fountain, we approach the grand entrance. This is a full-centered arch, 20 feet wide. Around the face of the arch, in a broad band, carved in relief on a row of shields, a letter to a shield, runs the legend, *Ponce de Leon*. Garlands depend from the shields, which are supported by mermaids. This is another suggestion of the sea as the source whence came the shell composite of the hotel walls; and also of the sea as the field of Ponce de Leon's achievements. The suggestion is further emphasized in the shell-pattern in the spandrels of the arch, and yet again in the marine devices of the coats-of-arms on the two shields. The other entrances, on the east and west, should have attention before we leave the court. In the wall, on each side of the doorway, is a deep fountain niche. The water issues from the mouth of a dolphin. Above the door, in the key of the arch, is a shield with a shell device, and medallions with Spanish proverbs occupy the spandrels. The dolphins of the fountain niches have special appropriateness; they are not only typical of the sea, but have a local significance as well, for the bay of St. Augustine once bore the name River of Dolphins, given it by Laudonnière, the Huguenot captain, who anchored his ships here in 1564. The allusion to the sea, in the dolphins and the shells, is a motive repeated again and again throughout the hotel; even the door knobs are modeled after shells.

While the decorations of the rotunda are true to the Spanish Renaissance style, the motives for them have been found in the Spain and the Florida of the sixteenth century; the symbolism is of the spirit of that age and the impulses which then held sway. Painted on the pendentives of the cove ceiling of the second story are female figures typical of Adventure, Discovery, Conquest, Civilization. Four other figures represent the elements, Earth, Air, Fire, and Water. The decorations in the penetrations are lyres, with swans on either side. The lyres are surmounted alternately by a masque of the Sun god of the Florida



A TOJETTI FRESKO.

Indians, and by the badge of the most illustrious order of Spanish knighthood, the Golden Fleece, depending from its flint-stone, surrounded by flames of gold. Where this appears, the design of the border is the Collar of the Golden Fleece, the chain of double steels interlaced with flint-stones.

Below in the spandrels of the corridor arches is seen the stag's head, the barbaric emblem of the Sun-worshiping Indians. Shields bear the arms of the present provinces of Spain, and on cartouches are emblazoned the names of the great discoverers of America. Cornucopias are favorite forms here, as elsewhere throughout the hotel.

The upper dome is modeled in high relief; around its base dances a band of laughing Cupids; between these figures are circular openings; and the vault above is all modeled with delicate tracery of pure white and gold effects; casques and sails signify the military and maritime achievements of Spain; and the crown of the dome is surrounded with eagles.



A. TOJETTI. FRESCO.

A broad stairway of marble and Mexican onyx leads to a landing, from which is entered the dining hall. In delightfully antique letters set in mosaic in the floor of the landing is the aptly chosen verse of welcome, taken from Shenstone:

Who'er has travell'd life's dull round,
Where'er his stages may have been,
May sigh to think he still has found
The warmest welcome at an inn.

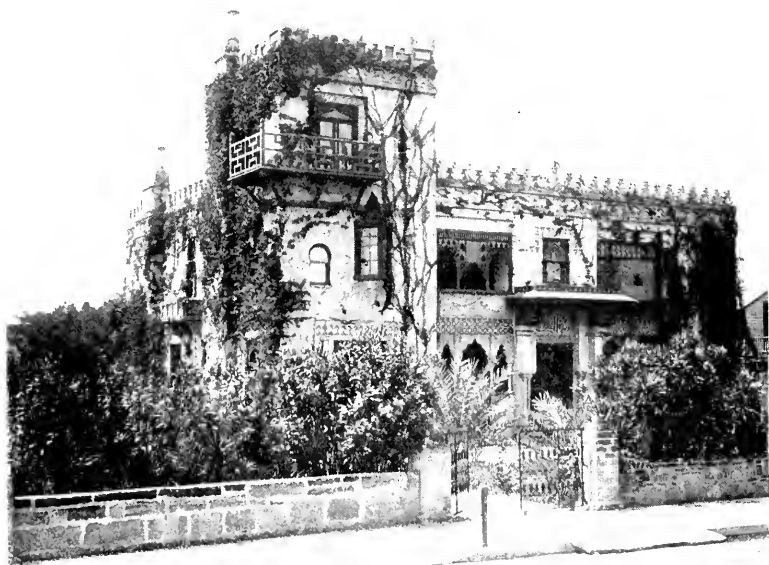
On each end, north and south, of the central dining hall is a panel of dancing Cupids, with roguish faces and outstretched hands, representing the feast, some extend clusters of luscious grapes, and bread and cups of wine in welcome to the guests, while others ladle steaming *olla* from great Spanish *calderens*. On the wall above are pictured ships of Spain, with sails full set and gracefully waving streamers and pennants: they are the high-pooped Spanish caravels of the sixteenth century, just such vessels as that in which Ponce de Leon came to Florida in his search for the fountain. On the pendentives between the stained-glass windows, allegorical paintings represent the Four Seasons. The grand parlor decorations are in ivory-white and gold, with frescoes by Tojetti of Cupids and garlands and filmy drapery amid clouds in the corner ceilings.



THE ALHAMBRA.
From the Palace of the Lions, Photo. by F. C. O. S.

On the south side of King street, opposite the Ponce de Leon, is the ALCÁZAR, an adjunct of the hotel, and in architecture a fitting complement of it: The Alcázar is of Spanish Renaissance style, and of a design which, like that of the Ponce de Leon, is original throughout. Within is a court of flowers, shrubbery and vines, with a fountain playing in the center. The court—not unworthy to be compared with the patios of the Alcázars in Spain—is surrounded by an arcade, upon which open shops and offices. Beyond is the Casino, in which are the great swimming pools of sulphur water from the artesian wells.

The group of concrete hotels on the Alameda is completed by the HOTEL CORDOVA. In style it does not follow the Spanish Renaissance architecture; the suggestions for the heavy walls and battlemented towers were found in the strong castles and town defenses of Spain; it recalls those architectural monuments of the warring ages of the past; vast piles of masonry, which grew with the increments of hundreds of years, amid the conflicts of Roman and Goth and Moor and Christian. Thus the archway on the north façade, formerly a gateway, flanked by massive towers round and square, was an adaptation of the Puerto del Sol, or Gate of the Sun, of Toledo, one of the famous remains of the Moorish dominion in Spain. The balconies of the lower range of windows are the "kneeling balconies" of Seville, so called because the protruding base was devised by Michael Angelo to permit the faithful to kneel at the passing of religious festivals.



THE VILLA ZORAYDA.



A BIT OF THE OCKLAWAHA.



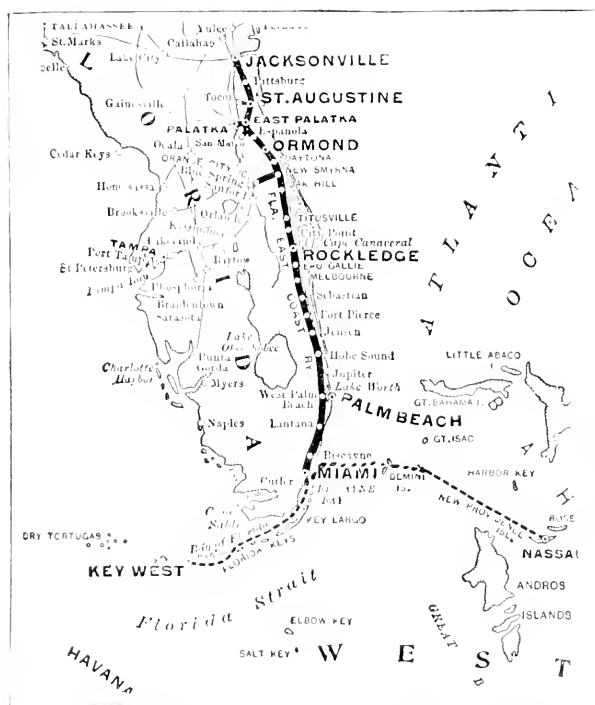
THE EAST COAST.

JACKSONVILLE, on the St. John's River, twenty-five miles from the sea, is the entering point for Florida from the north. It is the largest city in the State, and the railway and steamship center. All trains arrive at and depart from the Union Passenger Station, thus avoiding transfers. All Northern and Western lines here connect with the Florida East Coast Line. The Clyde Line steamships run to Charleston and New York, and the Clyde's St. John's River steamers ascend the river to Sanford, and the Independent Line of steamboats to Green Cove Springs. The great fire of 1900 swept over a large area of the city, entirely destroying 145 blocks, and blotting out many of the familiar landmarks; but from the ruins a new Jacksonville has arisen more substantial, and in time to be more attractive than the old. The city has enjoyed long-established popularity as a tourist resort, and ample provision is made for the comfort of visitors. It has well paved streets, shaded by live oaks and other foliage trees, and there are many pleasant drives in the suburbs. A place of much interest is the Florida Ostrich Farm, where the breeding of ostriches for their feathers is an established and successful industry. Ostrich culture may here be studied in all stages, from the giant egg to the plucked plumes.

Going south from St. Augustine, one comes first to PALATKA, on the St. John's River, twenty-eight miles from St. Augustine via the East Coast Railway, and fifty-six miles from Jacksonville. Palatka is an attractive and flourishing city,



ALLIGATOR JOE AND HIS CROCODILE—PALM BEACH.



EAST COAST DISTANCES VIA THE EAST COAST RAILWAY

Jacksonville to:	Miles.
St. Augustine	30.4
Palatka	74.1
Ormond	104.7
Holly Hill	107.0
Daytona	109.7
Blake	112.5
Port Orange	114.7
Savage	119.1
Spruce Creek	119.3
Turnbull Bay	121.3
New Smyrna	124.6
Lake Helen	145.1
Hawks Park	127.1
Flucomer	130.9
Oak Hill	136.4
Titusville	154.4
City Point	160.3
Rockledge	175.4
Eau Gallie	179.8
Melbourne	184.2
Malabar	199.9
Mico	208.6
Sebastian	214.5
St. Lucie	238.6
Fort Pierce	241.5
Jensen	257.7
Stuart	263.6
Alicia	266.6
Hobe Sound	276.6
West Jupiter	282.3
Riviera	285.3
West Palm Beach	299.5
Royal Poinciana	300.0
Palm Beach Inn	300.4
Lantana	305.4
Fort Lauderdale	341.0
Piscayne	352.3
Miami	376.0
Nassau	509.0
Key West	521.0

and the walks and drives in all directions are romantic and beautiful. Rowboats and small steamers can be leased for excursions to points on the St. John's River. The city is the point of departure for the Ocklawaha steamboats.

THE OCKLAWAHA RIVER TOUR affords a revelation of some of the wildest and most novel scenery in the State, and an experience never to be forgotten. The river is navigated by the steamers of the Consolidated Ocklawaha River Lines,

from Palatka and Silver Springs, railroad connection being made at each of these points. (See time table in our advertising pages.) The steamboats are lighted on their way through the night, and the excursion is one which remains in memory as the weirdest experience of a lifetime. The stream is narrow and extremely tortuous, and is over-arched by giant oaks, magnolias, palmettos, cypresses, bays and other trees, all festooned with "Spanish moss" in profusion. The effect by daylight is novel and fascinating, and by night it is fantastic, mysterious and bewildering beyond description. Silver Springs is a circular basin, 600 feet in diameter, of water of wonderful clearness, which bursts up in a great flood from a depth of 65 feet in such volume as to form the navigable river by which the steamboat has en-

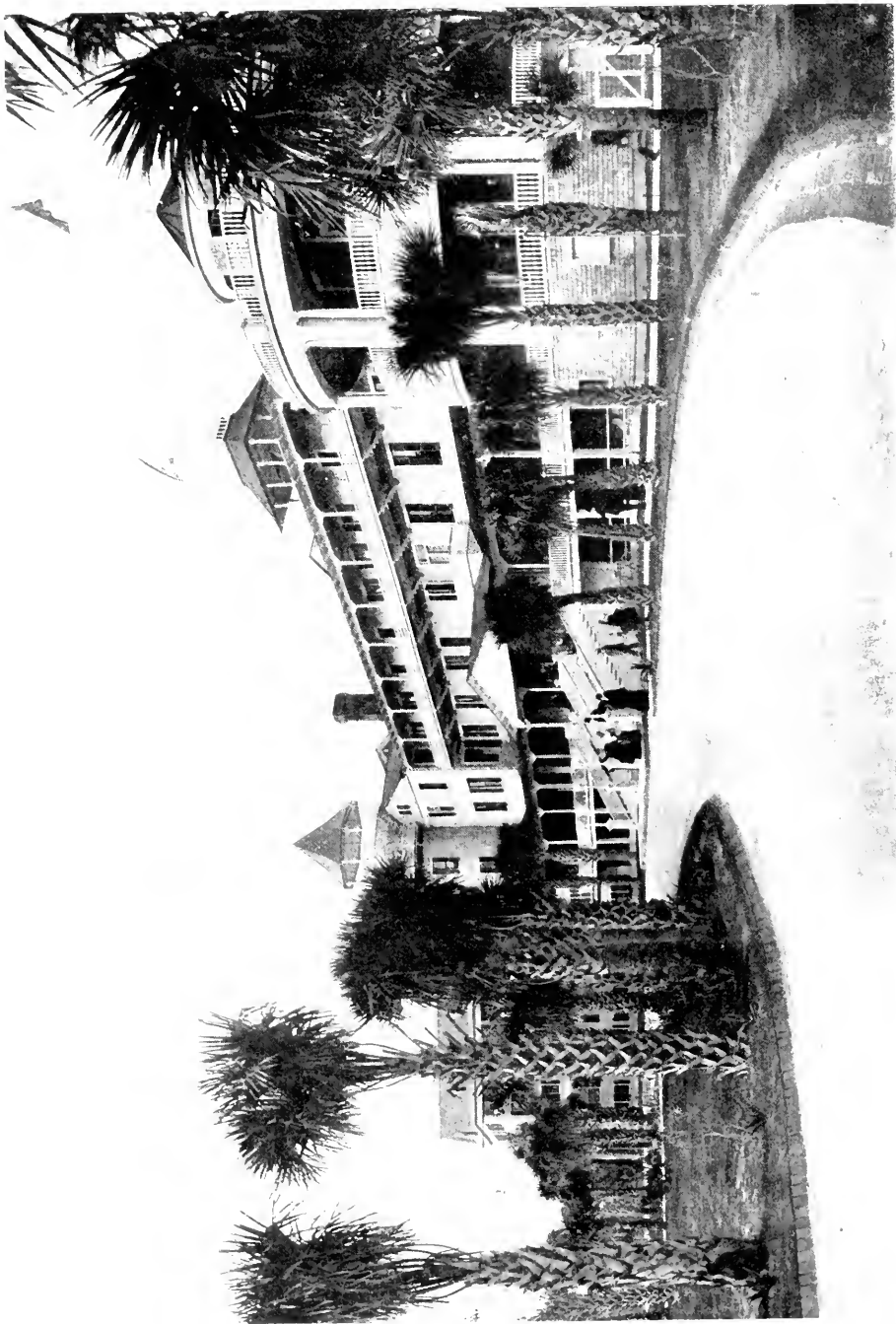


KNOWS WHERE TO GO FISHING.

From Forest and Stream.

tered the spring. So clear is the spring, that from a boat the smallest objects can be seen at the bottom, and a nail may be watched all the way as it goes down, turning and darting in erratic course.

ORMOND, sixty-eight miles from St. Augustine by the East Coast Railway, is situated on the Halifax River, and also on the Atlantic beach, the two being separated by a peninsula a half-mile wide. The Halifax belongs to that system of inland waters which are more properly termed lagoons. They are fed by inlets from the sea and extend from a little below St. Augustine to Lake Worth.



THE ORMOND.
From a photograph copyright, 1900, by the Detroit Photographic Co.



THE TOMOKA MIRROR.
(The Tomoka River, Ormond.)



AN ORMOND TALLY-HO.

The Ormond climate is of that medium quality which permits one to come in October and stay until the end of May. The walks in all directions are singularly attractive, being either shelled or planked over sandy spots, and provided with numerous rustic seats and arbors along the shaded river banks or through the trails across the half-mile peninsula that connects the river with the ocean. Ormond is famous for its drives and its bicycle paths and beaches. There is no finer beach anywhere on the Atlantic shore than at Ormond. It is 250 feet wide at mean tide, and extends for many miles up and down the coast. It is lively with all sorts of pleasure carriages, bicycles and bathers. The six-horse tally-ho hardly leaves a mark on the smooth surface of this magnificent beach. It is attractive also in the variety of beautiful shells that are swept up by the high tides.

The greatest single attraction of Ormond is the Tomoka River, once the chosen resort of the Tomoka tribe of Indians. Black bass from three to six pounds in weight abound in its deep still waters, and red bass are taken near its mouth. Its high wooded bluffs afford dry and picturesque camping grounds. As much of a curiosity as is the Ocklawaha, twisting its weird and narrow way through gloomy cypresses, it is yet far more beautiful and accessible. It can



RIDGEWOOD AVENUE—DAYTONA.

easily be reached by carriage or boat. Steamboat excursions up the Tomoka are made daily during the season.

DAYTONA, five miles to the south of Ormond, occupies an elevated hammock site on a circling arm of the Halifax, whence it looks out upon a bay of singular beauty. The natural attractions are many—a clean, hard river shore, shady drives amid oaks and palmettos, and on the ocean side of the peninsula the well-named Silver Beach. Daytona is the chosen winter residence of many wealthy families from the North, who have built here the homes which give to the village its dominant air. The founders of Daytona set out to make a New England settlement in the South, and the thriving, prosperous and growing village, which is essentially one of homes, is marked by the best characteristics of Massachusetts town life. Something of its beauty is hinted in our illustration of Ridgewood avenue, one of the many avenues and streets for which Daytona is famous. Opportunities for the wheelman are afforded, in miles of shady roads and cycle paths, and a beach which is wonderfully hard and smooth, and stretches for thirty miles without a break in its even surface, on which the hoof of a trotting horse makes no impression. The Halifax affords opportunities for sailing, and there is a large fleet of pleasure craft. The fishing for salt-water species is capital.



A CHARACTERISTIC BIT OF DAYTONA.

NEW SMYRNA, three miles further south, on the Hillsborough River, is the oldest settlement on the East Coast south of St. Augustine; and is historically famous for the Greek and Minorcan colony, 1,500 strong, established by Dr. Turnbull in 1767. All along the river bank for four miles north and three miles south are scattered the ruins of old Minorcan houses, with coquina stone floors, chimneys and wells, curbed with hewn stone. The drainage canals, indigo vats and ruins of old sugar mills indicate large industries.

From New Smyrna a branch line of the Florida East Coast Railway System runs to Blue Springs, on the St. John's River, thirty-two miles west. This is the route to DE LAND and to LAKE HELEN, a resort of established reputation.

ROCKLEDGE is named from the bold coquina ledges, which lend a picturesque beauty to the shore line. The foot walk for several miles on the high river bank, leading through one splendid orange grove to another, is very fascinating. There is a grand outlook across the river to Merritt's Island, which is also populous with villas, groves and gardens. The sailboats and rowboats and launches, the pedestrian parties one continually meets on the river path, the well-contented occupants of the elegant mansions that front the river adjoining on their broad verandas, the *dolce far niente* leisure of the Rockledge winter resident, the orange



THOMPSON CREEK, ORMOND.

pickers amid the golden fruit, and the skilled landscape gardening that emblazons the walks and grounds of the hotels with brilliant tropical flowers, all unite to make Rockledge deservedly and permanently popular with winter tourists. A favorite excursion is to the beautiful estate well named Fairyland. The pineapple growing district extends from here south to Palm Beach and beyond.

The lagoons, commonly known as the INDIAN RIVER, make a continuous stretch of water scenery for more than 250 miles, and with Biscayne Bay, now united with Lake Worth, give an uninterrupted water course of 350 miles, combining more of fascinating variety and beauty than any other in the United States. These connected inland waters vary from weird and twisting narrows 100 feet in width to spreading lake-like expanses from three to six miles wide. Sometimes they look out of inlets upon the ocean, and again into the mouths of winding creeks or fresh-water rivers that break the western shore. At one point the Indian River channels separate and wind among wooded islands, making one think of the lochs of Scotland.

FORT PIERCE is noted as a winter resort much visited by sportsmen. It is in



THE SHORE AT ROO KI LUET



WALK AT ROCKLEDGE.

This walk is in front of the Hotels New Rockledge, Indian River and Plaza, and the view here shown is in front of Hotel Indian River.



ORANGES AT ROCKLEDGE.

the pineapple district. The section is one of interest, too, because of the relics of a bygone age and a vanished people; there are Indian mounds, and the earthworks of old Fort Pierce, suggestive memorials of the days when the Seminoles were making a hopeless stand against fate. Back of Fort Pierce is the home of one branch of the Seminole Indians, and they may here often be seen trading their alligator skins, plumes and game for ammunition and supplies.

LAKE WORTH AND PALM BEACH.—Southward 300 miles from Jacksonville is Palm Beach, on Lake Worth. Here we enter the cocoanut region and the tropical paradise of Florida. Lake Worth is, like the other waters of the Indian River system, a salt-water lagoon, twenty-two miles long by an average of a mile in width, and separated from the Atlantic Ocean by a peninsula about a mile wide. Here is situated the Royal Poinciana, one of the largest hotels in the world, and royal indeed in respect both of its entirely unique surroundings and its magnificent appointments. Fronting the beautiful lake and commanding also the ocean view, it has the peculiar advantage of a lordly grove of cocoanut palms and the finest environments of tropical gardening. The magnificent hotel does not stand alone in respect of such environments: for several miles along the lake front range other beautiful and highly improved estates with similar adornments of cocoanut palms and a great variety of other tropical flora.

The climate is very greatly influenced and tempered both in winter and summer by the Gulf Stream, which passes close to the shore at this point. The normal winter temperature is about 70 to 75 degrees.



THE CABBAGE PALMETTO.

Tropical plants and trees from all parts of the world are gathered here. Walks shaded by groves of cocoanut palms are laid out in geometrical patterns bordered with concrete curbs, and with lawns protected by curved sea-walls of concrete and coquina on the lake front. Oleanders, hibiscus and passion flowers are in bloom. Mangoes, guavas, limes, lemons, oranges, figs, sapodillas, date palms, bananas, pineapples and early vegetables are common in all the gardens: some have strawberries ripe in January, and tomatoes in abundance in March. Rubber trees, royal pomeciana, paradise, coffee, traveler's and numbers of curious trees ornament the gardens, and the gnarled, straggling arms of great live oaks, covered with knobs and bunches of two varieties of orchids and hanging moss, by weird contrast add to the beauties. Walks twenty feet wide and one mile long, bordered with cocoanut palms, oleanders and azaleas, lead from the lake to the ocean with a steep and narrow beach, upon which with a magnificent surf the sea breaks, in color a clear, bright, ultramarine blue.

Palm Beach owes to a shipwreck the cocoanut trees which have given to it



IN THE ROYAL POINCIANA.

distinguishing beauty and name. Years ago the Spanish brig *Providencia*, cocoanut-laden, was cast away off this coast, and the cocoanuts were washed ashore to find growth in a congenial soil. There was quite as much romance in the coming of the date palm to Florida; from Syria the conquering Moors carried it to Spain; and from Spain the Spaniards brought it here. The sago fan, royal and other palms have been introduced. The palms indigenous to Florida include the low saw or scrub palmetto, which covers vast areas of the State; and the cabbage palmetto, so called because of the cabbage-like growth, which is edible. There are other palms on the Keys.

On the western shore of the lake are large pineapple plantations, each year increasing in numbers and in production. Thirty miles to the west is Lake Okechee, with settlements of the Seminole Indians, of whom some notes are given on another page. Lake Worth and its vicinity, like all the southern East Coast country, has developed rapidly since the advent of the railway, which has converted it from a region secluded because difficult of access, and has put it in quick touch with the rest of the world.



WHITEHALL—RESIDENCE OF HENRY M. FLAGLER, PALM BEACH.

Nearly all the sea fish are found in the lake, such as bluefish, spotted sea trout, cavalle, red snapper, barracuda, pompano, sawfish, mullet and redfish, or channel bass. Tarpon are not found here, although they are caught north and south of this point. The principal fishing is outside the inlet for kingfish, of which enormous catches are recorded. The kingfish is very game, and the fishing with its surroundings is a favorite amusement. There are numerous boats with experienced men to handle them and having thorough knowledge of the grounds.

THE HOTEL ROYAL POINCIANA takes its name from the beautiful royal poinciana tree (*Foinciana regia*), which abounds here, and which is famed for the blazing brilliance of its midsummer bloom. The hotel grounds are enriched with rare plants and shrubs and trees, brought hither from every quarter of the globe. The building is in the Colonial style, six stories in height, and surmounted by a tower from which the view commands both the lake and the ocean. The Beach Pavilion is to the Royal Poinciana what the Casino is to the Ponce de Leon; there are here immense swimming pools of sea water. Surf bathing is enjoyable at Palm Beach the year around. Favorite walks and bicycle routes are to the beautiful Craigin Place, the Rubber Tree, ostrich and gator farms. Lake Worth village, the pineapple plantations and cocoanut groves. There are everywhere alluring opportunities for wheeling on roads as straight as Fifth Avenue, lined on either side with palmettos; on garden walks winding amid curious forms of tropical vegetation and beneath graceful arches of cocoa palms and by the



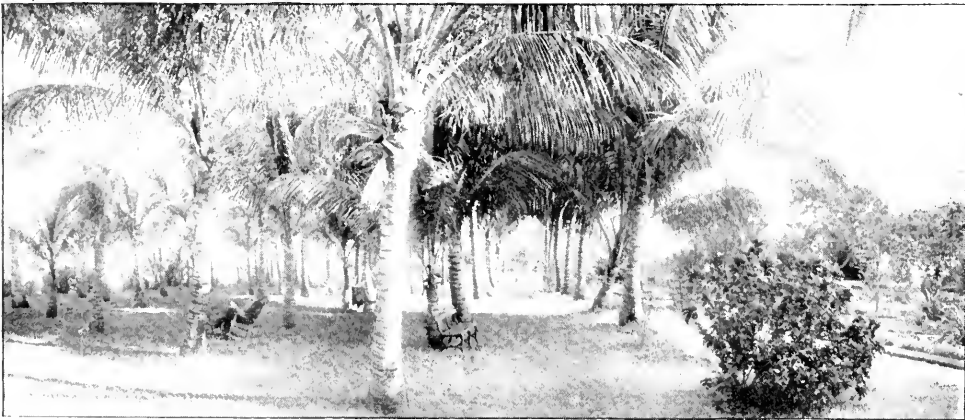
THE ROYAL POINCIANA.



THE BREAKERS ON THE OCEAN BEACH AT PALM BEACH.

curved shore of Lake Worth. At Palm Beach there is a branch establishment of the Florida Ostrich Farm, and the great birds are well worth seeing.

BAY BISCAYNE is a lagoon sheltered from the Atlantic by numerous keys and coral islands; it is forty miles in length and from five to ten miles wide, with a prevailing depth of from 6 to 10 feet; the shores are lined with palms and man-



COCONUT PALMS AT PALM BEACH

Photo Copyrighted by Detroit Photographic Company.



THE AVENUE FROM LAKE TO OCEAN



THE ROYAL PINCLANA FROM LAKE WORTH.



THE ROYAL POINCIANA.



A PALM BEACH BANANA.

groves, and a profusion and variety of tropical growth; the blue water is of remarkable clearness. These elements unite to make the bay one of the most beautiful cruising grounds in the world; and many yachts have their winter rendezvous here. On the west shore, at Coconut Grove, embowered amid cocoanuts and royal palms, is the club house of the Bay Biscayne Yacht Club, whose pennant bears the legend "25 Degrees North Lat. B. B. Y. C." The water of the bay is of such crystal clearness that it reveals even to great depths the wealth of vegetable and animal life everywhere present. This submarine life is a never-failing attraction; there are portions of Bay Biscayne, notably the Turtle Harbor, which rival the far-famed sea gardens of Nassau.

About old Fort Dallas, at the mouth of the Miami River, there has sprung up as a creation of the railroad the town of MIAMI, with broad avenues, parks and

rapidly multiplying homes. Relics of the old fort still remain on the north bank of the river.

Here at Miami, as before at St. Augustine and Palm Beach, advantage has been taken of a site whose surroundings have long been preparing for the adornment of the great hotels which have now been built. The Ponce de Leon in St. Augustine was set amid the garden grounds known to visitors as the Ball estate; the Royal Poinciana at Palm beach occupies the site of the McCormick mansion, with its beautiful tropical gardens; and for the Royal Palm was chosen a situation long noted as one of the most lovely spots of all the Biscayne shores.



ROYAL PALMS—BAY BISCAYNE

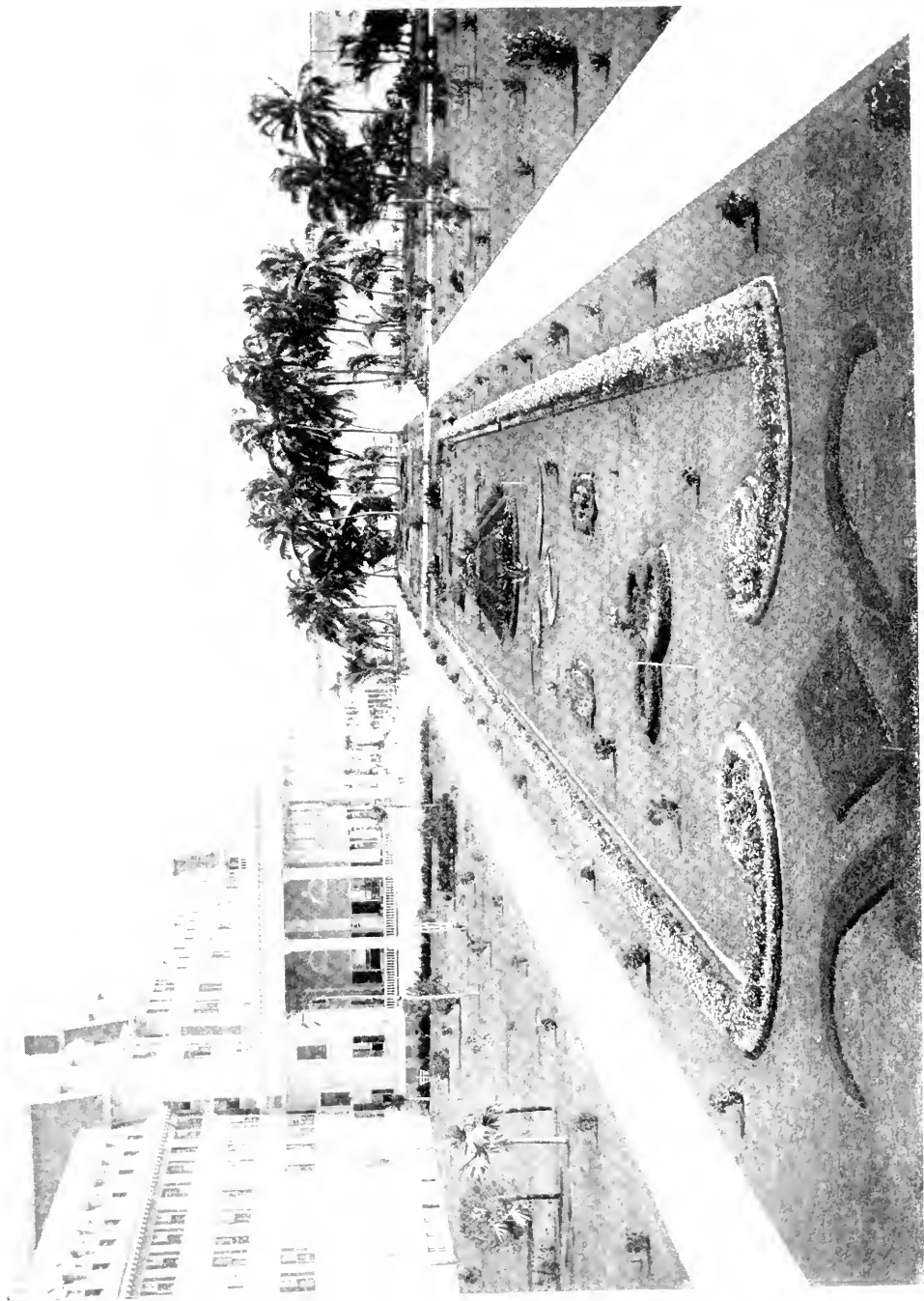


RUBBER TREE—PALM BEACH

The Miami River, which is the principal eastern drainage stream of the Everglades, at a point four miles from Fort Dallas, narrowing in its bed and rushing in tumbling swirling, foaming rapids over coral rock, presents a genuine novelty in this land of smooth-flowing waters. Arch Creek, another outlet of the Everglades, takes its name from an arch of coral.

KEY WEST is reached from Miami by steamboats, which make tri-weekly trips. The daylight sail of 165 miles is amid the Florida Keys, with a diversity of island scenery which in itself well repays one for the excursion. Key West (Spanish *Cayo Hueso*—Bone Key) is a low coral island lying sixty miles south of Cape Sable, and the town is the southernmost city in the United States. Havana is only ninety miles south. The island here at the key of the Gulf is an important strategic point; it has one of the largest naval stations in the country, and is defended by Fort Taylor. Not far to the westward, on Garden Key of the Dry Tortugas, is the great fortification of Fort Jefferson.

The picturesque character of the island and town is indicated in our illustration, looking from the grim battery of Fort Taylor to the curving shores, with their palms. The cocoa and date palms grow in profusion; and the flora includes the royal poinciana; the sugar apple, whose fragrance fills the air; immense ban-



6601 NPS OF THE ROYAL PALM, MIAMI



BAY BISCAYNE YACHT CLUB HOUSE AT COCONUT GROVE.

From Forest and Stream.

yans, one in the barrack yard covering an area of 50 feet; and gigantic cacti rising in stems 20 feet in the air.

Key West is unlike any other part of Florida. The population is made up in equal parts of Bahamians, Cubans and negroes from Cuba and Bahama. The Bahamians—white and black, are called Conchs, either because they eat the shell-fish of that name, or because, like conchs, they have been washed ashore from the sea. It is a foreign people, and has its foreign speech, dress and ways. In the morning the milkman drives his cow from house to house, and milks her at the door; in the evening men go through the streets with milk cans, whence is ladled green turtle soup.

Cigar making, sponging and wrecking are the industries. Wrecking is less profitable than in former times, when the coast was not so well lighted. The wrecking smacks are manned by a crew of captain, mate and four or five men. They receive no salary, but share in the salvage, which is divided into forty shares, of which four shares go to the captain, two to the mate, one and one-half to the cook, one to each of the other men, and the remainder to the owners. The wreckers go from Key West to the harbor of Garden Key, in the Dry Tortugas, and there lie in wait for something to turn up.

Key West is the port of the Florida sponge fisheries. The reef on which the

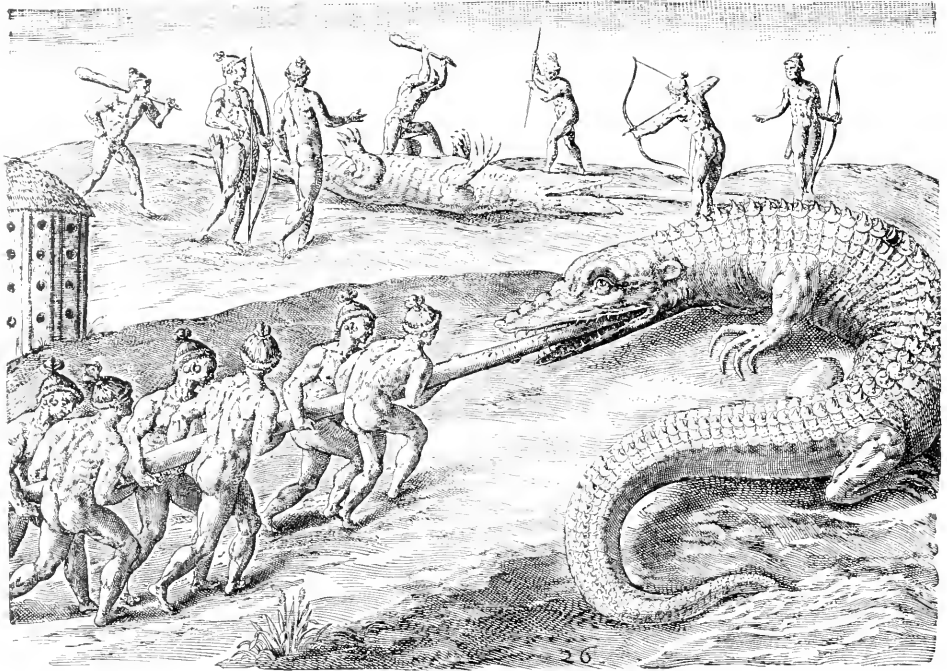


OLD FORT DALIAS AT MIAMI.

sponges grow extends from the southern extremity of the peninsula to St. Marks, on the West Coast; it begins at about six miles from the land and extends indefinitely into waters too deep to be worked; in area it covers 3,500 square miles. A sponging schooner is manned by a crew of five men, and is equipped with two dingies. Arrived at the reef, one man keeps ship, while the others, two in each



DR. JIMMIE TUSTANOOGEE WITH HIS TWO WIVES AND THE CHILDREN



INDIAN MODE OF HUNTING ALLIGATORS IN FLORIDA.

From Le Moyné's Narrative of the French Expedition in 1563.

dingey, gather the sponges; one sculls the boat; the other searches the bottom with a sponge glass. This is in effect a bucket with a glass bottom, through which, when it is partially submerged, one may see to a great depth. The sponge is brought up by a hook on a pole. The sponges are spread on deck, and the gelatinous matter decays. When a given quantity has been gathered the crew goes to land, where the sponges are placed in crawls, through which the tide ebbs and flows, and in a week they are clean. They are then beaten free of sand and grit, washed, bleached in the sun and collected into bunches of twenty for sale.

PINEAPPLE growing was a Florida industry in the forties; but only within recent years has it assumed commercial importance. The pineapple is a species of air-plant, and belongs to the same family as the tillandsia or "Spanish moss." The mature plant is $2\frac{1}{2}$ feet in height, with a spread of 2 feet across; the fruit is borne on a stalk in the center. Each plant produces one pine in a season. Pineapples are grown from suckers, slips or the crowns of the pines; they are set out in mid-summer, 10,000 to 12,000 to the acre; bear in a larger percentage the first year, and yield fruit for four or five years thereafter. The pineapple, ripened on the stem and eaten when freshly plucked, is as superior to the imported pines of the Northern market as the oranges from Florida groves are superior.

THE SEMINOLE INDIANS are seen at various points on the East Coast from Fort Pierce south to Biscayne Bay. They are the survivors in Florida of a tribe which once engaged the anxious attention of the entire country. In 1835 disputes over the boundaries of the Indian reservations and quarrels over fugitive slaves, which the Seminoles were accused of harboring, led to the Seminole War—the most costly and disastrous of the minor wars of the United States. At the end of seven years, in 1842, the Indians were subdued, captured and transported to the reservation assigned them, where the remnant yet remain in the Indian Territory. A portion of the tribe evaded deportation and betook themselves to this Southern country. They hid in the wilderness Everglades and still remain in tacit rebellion, and regard the white man with suspicious enmity. While one nation, they are divided into three tribes—the Big Cypress, Cow Creek and Miamis. The Big Cypress Indians live in the vicinity of Fort Myers, between Caloosahatchee River and the Gulf of Mexico; the Miamis live back of Miami, on Biscayne Bay; and the Cow Creeks are situated back of Fort Pierce and the St. Lucie River, which empties into the Indian River. They have no reservation, no land has ever been assigned them by the Government. Their dwellings are palmetto huts and framed houses; they have horses, dogs, pigs and cattle; and raise corn, sweet potatoes and other vegetables. Flour or starch made from the coontie or wild cassava has always been a staple article of food. The Florida Indians have cultivated the soil from primitive days.



KEY WEST HARBOR FROM FORT TAYLOR

OTHER FLORIDA RESORTS.

THE ST. JOHN'S RIVER.—The tourist will hardly be satisfied with the glimpses of this noble stream obtained from the car window as the train crosses it at Jacksonville or Palatka, but will plan an excursion by steamboat, in which way alone the picturesque features of the river may be seen. The lower portions of the St. John's are a succession of magnificent reaches, or inland seas, the shores lined with forests of live oak, sweet gum, pine, magnolia and palmettos. In its upper (southern) portion the vegetation becomes more tropical; the river now narrows to a tortuous passage and again opens into beautiful lakes, and the traveler is charmed with the novel scenery and the changing panorama.

MAGNOLIA SPRINGS, situated on the west bank of the St. John's River, twenty-eight miles south of Jacksonville, reached by the Atlantic Coast Line, or by river steamers, is one of the older tourists resorts. It won its fame in the old days before the improved means of travel had lured so many to the new region further south; but its attractions are as strong to-day as ever before for visitors who have once looked out over the noble reaches of the river from the shaded banks of Magnolia. The St. John's River at this point broadens out into a sheet of water three miles wide, having much the appearance of a lake, which, together with the numerous creeks, furnishes abundant opportunity for boating. The Magnolia tennis courts have been the scene of some of the most successful



ELIZABETH HALL.—JOHN B. STETSON UNIVERSITY, DE LAND, FLA.



THE ST. JOHN'S AT MAGNOLIA SPRINGS.

tournaments held in the South; and the golf links, of nine holes, rank as among the most attractive in Florida. Shooting and fishing are excellent in the immediate vicinity. Magnolia Springs takes its name from a magnificent spring, whose waters, besides being remarkable for their purity and excellence as table waters, have well-attested therapeutic qualities, especially in rheumatic affections. One of the favorite walks from Magnolia is St. David's Path, or Lovers' Lane (every well-ordered resort in Florida has a Lovers' Lane), which leads for a mile and a half along the forested banks of the St. John's to Green Cove Springs.

DE LAND is situated in the orange grove section, between the St. John's River and the Atlantic Ocean, 100 miles south of Jacksonville, on the Atlantic Coast Line. The town is noted for its salubrious climate and healthfulness, and for the enterprise, intelligence and high character of its people. The city is for miles surrounded by forests of the yellow southern pine, enriching the air with balsam. The atmosphere at De Land is, for Florida, remarkably dry. No lakes, rivers or swamps are in the immediate vicinity, and the deep deposit of porous sand provides perfect surface drainage. Shade trees are abundant. Rows of substantial brick business buildings, all occupied, give the city an aspect of prosperity, which is enhanced by the numerous tasteful, comfortable houses, with their well-kept lawns which line the residence streets. De Land is the seat of the John B. Stetson University, which has a group of massive and beautiful buildings, costing over \$300,000; a carefully selected, rapidly growing library of 13,000 volumes; a comprehensive museum of natural history; distinct, well-equipped



NEW HALL OF SCIENCE.

laboratories for physics, chemistry and biology; a large gymnasium with all necessary apparatus; forty-five professors and instructors, who are graduates of institutes of highest rank, and a fine student body made up of young men and women from all parts of Florida and from many States of the Union. The University includes a college of liberal arts, a school of law, a school of technology, an academy preparing for any American college, normal and practice schools, a business college, a school of art, and a school of music.

WINTER PARK is celebrated for its elevated situation amid the beautiful lakes of Orange county. No less than fourteen shining sheets of water may be seen from one of the hotel observatories, and the panorama includes handsome villas and fruited orange groves.

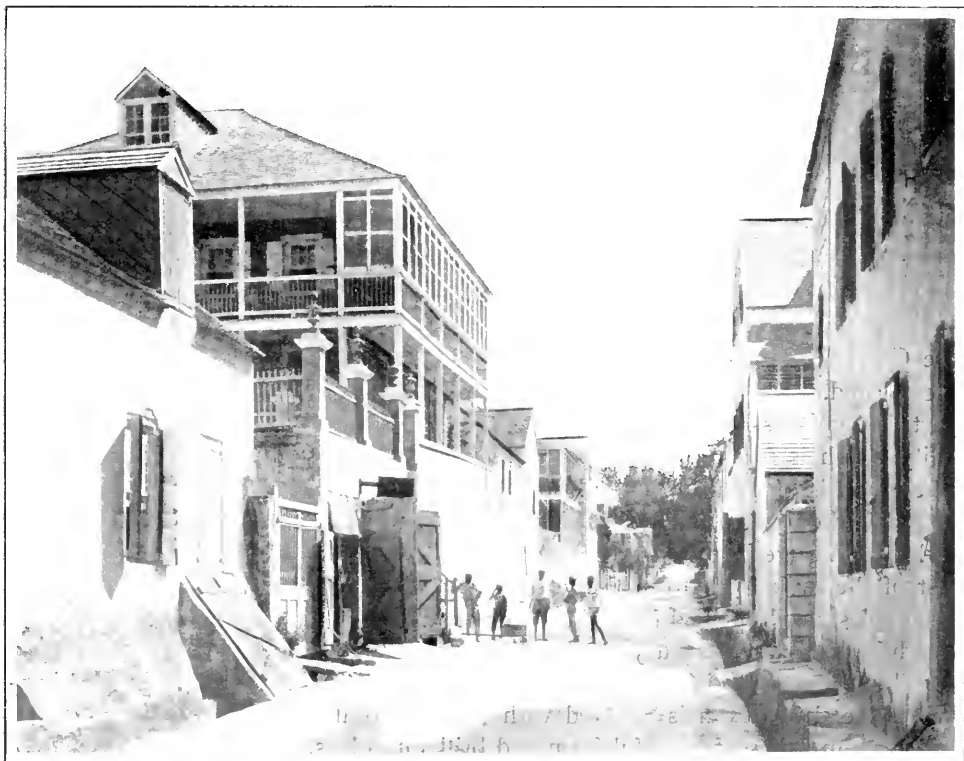


NASSAU COIN DIVERS.

PICTURESQUE NASSAU.

THE passage across the Gulf Stream to the "Isles of Junc" is in effect but a slight extension of the Florida tour. From Miami to Nassau the distance is only 145 miles—a short excursion, which may hardly be said to involve going to sea.

For the tourist Nassau has many attractions; its climate is peculiarly grateful to the fugitive from the rigors and sudden changes of the Northern winter and spring. Basking in floods of perpetual sunshine and swept by soft ocean breezes, the Bahamas enjoy a temperature which is remarkably equable; from October to June the mercury ranges from 65 to 80 degrees; official records show for January 70 degrees, February 71 degrees, March 72 degrees, and April 75 degrees. This is a summer land, though the calendar marks the winter season; and the whole aspect of the island is of summer and summer life. The houses are built with generous piazzas and latticed verandas, and are embowered amid roses, jasmines and oleanders. Orange, lemon and lime are everywhere. Slender



CHARLOTTE STREET.

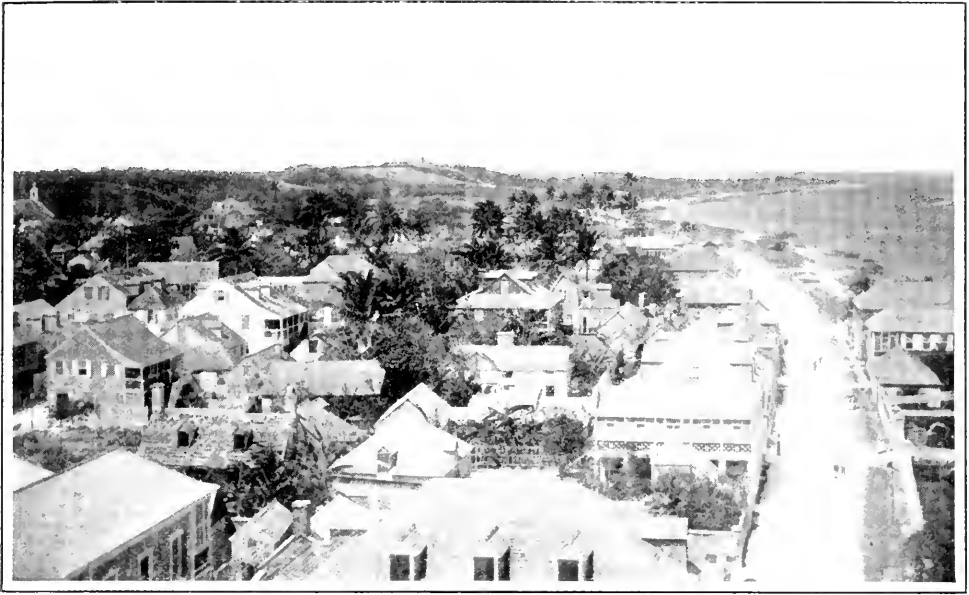


THE NASSAU MARKET.

palms uplift their plumes against the sky. Here we are in the tropics, but the tropics tempered by the gratefully invigorating influences of the sea.

Nassau is the capital of the Bahamas. The Governor, who is appointed by the Crown, resides here. The population numbers 15,000, of whom four-fifths are colored. The city is admirably governed; the white residents are for the most part descendants of English colonial families; there is here that spirit of hospitality which is never wanting in countries where the doors always stand open. The island is of coral formation. The native rock is an admirable road-building material; the roads of New Providence are noted for their excellence, and driving and wheeling are favorite amusements. One may visit the palm groves and make test of the milk fresh from the cocoanut; prove the excellence of the Bahama pineapples, newly picked from the stem; or inspect the plantations of sisal hemp, which looks like the century plant.

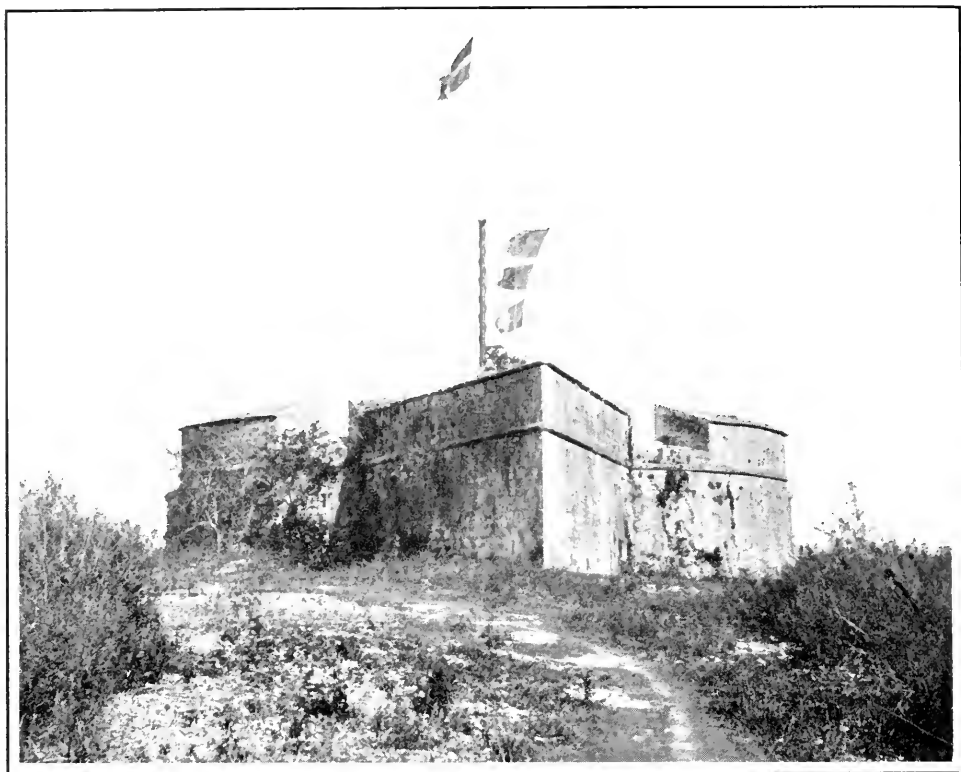
The water excursions include a visit to the Sea Gardens, a point in the channel where the bottom is covered with fan-leaf coral of many vivid hues, amid which swim fishes of graceful form and brilliant colors. Rowboats are provided with glass plates in the bottom, through which the marine life may be studied. Night excursions are made to the "Lake of Fire." This is an artificial pond



NASSAU FROM THE COLONIAL.



IN GRANT'S TOWN.

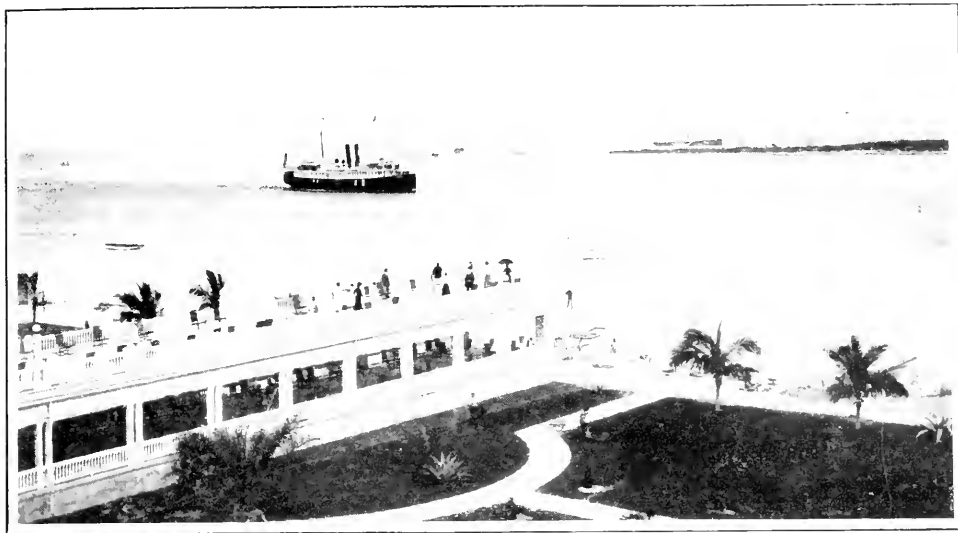


FORT FINCASTLE OR SHIP FORT.

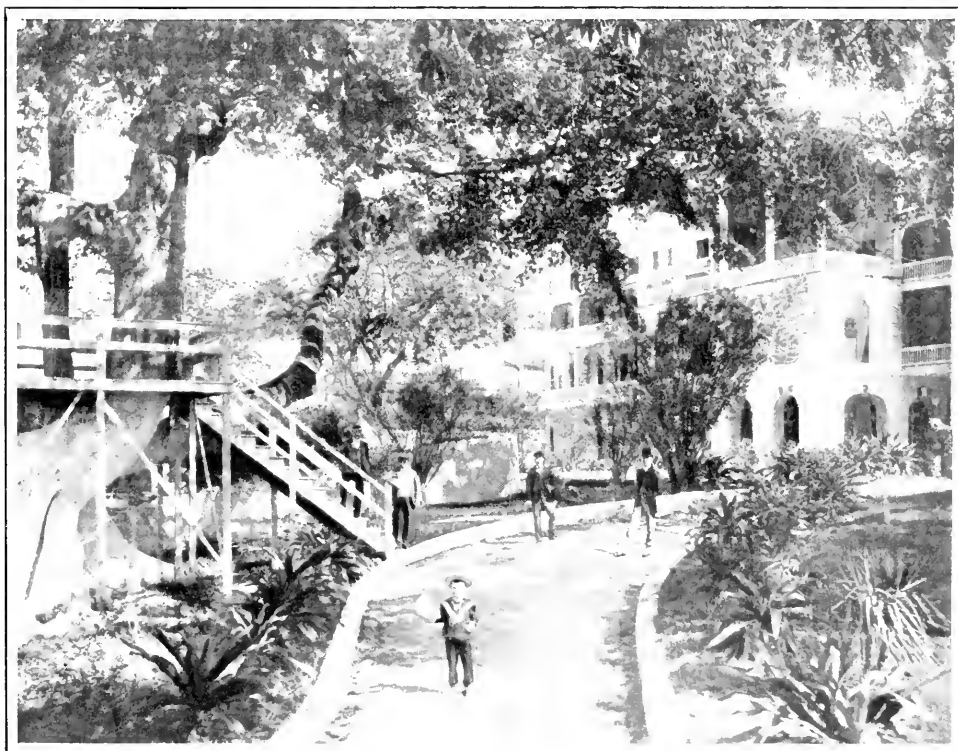
which was built as a storage reservoir for live fish and green turtles, and which has become phosphorescent in an extraordinary degree.

The island is of coral formation, and one peculiarity to attract attention is the prevailing absence of soil and the astonishing way the trees grow from the rock—or, for that matter, on the top of a wall. There are no running streams, no wild animals except hares, and of snakes only the innocent and harmless chicken-snake.

Life in Nassau is for the most part repose and light-hearted, care-free indolence. The principal industries of the Bahamas are sponging and wrecking. In old days the place was a secure stronghold of the famous pirate Black-Beard, legends of whose escapades, exploits and ferocity still linger about the island. During our Civil War Nassau was headquarters of the blockade runners, who sailed from here to run the blockades of Confederate ports; there were three hundred such entries and departures in a single year. In those times cotton was king, and the value of Nassau imports and exports amounted in one year to fifty millions of dollars.



THE HARBOR FROM THE COLONIAL.



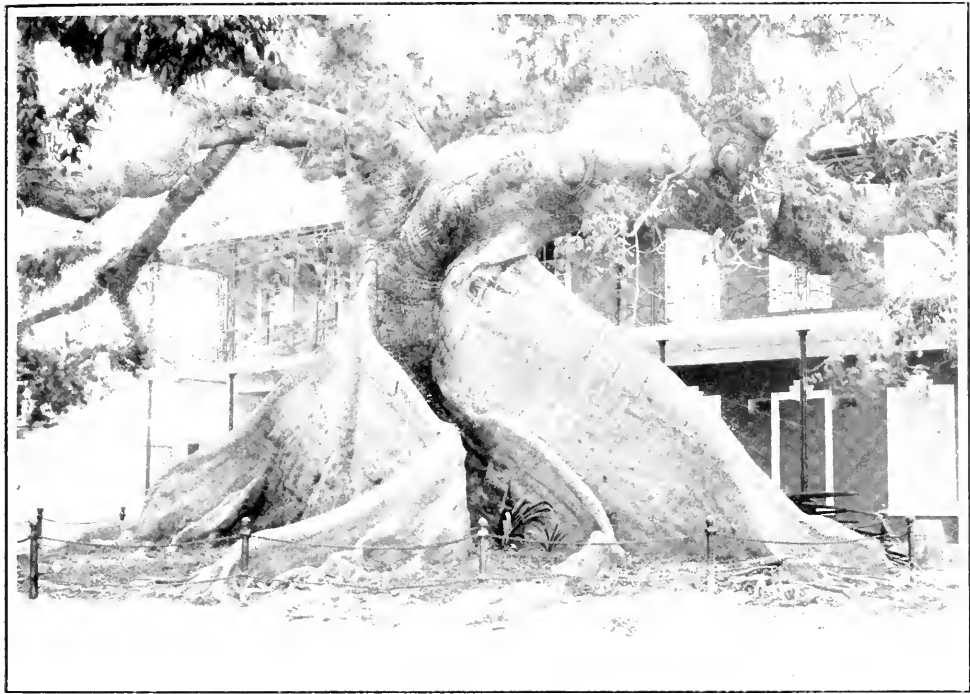
GROUNDS OF THE ROYAL VICTORIA.



THE QUEEN'S STAIRCASE.

The feature of Nassau which is most pleasing is the wonderfully brilliant coloring of the sea, in shades of green and pink, purple and blue, in all the rich tones and combinations and changing effects of the sky and clouds at sunset. The coloring is due in part to the character of the bottom; a sand bottom gives the light color, and stretches of vegetable growth cause the dark shading. The sheltered harbor, the shining beaches of outlying keys, with the vivid green of their verdure, and the deepening tones of the sea, blending in the distance with the sky, so that one may not determine where the sea ends and the sky begins—all this, as the sun lowers in the west, affords an entrancing scene, to look upon which is the rarest pleasure in Nassau and the best remembered picture of a holiday in the Bahamas.

The Queen's Staircase is a series of steps cut in the side of an old stone quarry and leading up from the street below to the height on which stands Fort Fin-castle. The fort, built in 1789, is now a ruin. Its resemblance to a vessel has given it the name of Ship Fort, and the likeness is enhanced by the flags on the staff which signal the sighting of ships at sea. Fort Charlotte, a massive fortification



CEIBA OR SILK COTTON TREE.

hewn out of the solid rock, on the hill west of the town, also serves as a signal station to report to the town the movements of shipping. The fort, completed in 1788, was named after Queen Charlotte. An obelisk on the hill near the fort is a mark for pilots entering the harbor. On the esplanade at the foot of the hill a modest monument commemorates the heroism of five men who in 1861 lost their lives "whilst gallantly volunteering their services in the effort to save two men belonging to the pilot boat which had been upset by a heavy sea." A third fortification is Fort Montague, on the shore at the eastern entrance to the harbor; like the others, it is in ruin; and the old cannon have no story to tell of valiant defense against a Spanish foe.

Among the novel forms of vegetation which interest the visitor the most remarkable is the ancient ceiba or silk cotton tree near the public buildings, whose immense buttresses are shown in our illustration. Close by is a grove of the royal poinciana. Another tree to attract notice is the whistling bean, named from the sound produced by the wind blowing upon its seed pods; it is also called "old woman's tongue" because it is never quiet. The small boys importune the stranger to buy the "sand box bean," a seed pod which takes its name from the old ink sanding box, which it resembles.

The negro settlements of Congo Town and Grant's Town, lying just outside of Nassau on the west, are extremely curious collections of thatched huts and little houses, with cocoanut palms and oranges, and diminutive garden patches, surrounded by walls of rock. It is all rock here; when they plant they use the axe instead of the spade. The people are descendants of slaves and of companies of Africans rescued from slave ships by British men-of-war, and given asylum here. They have preserved many of the primitive African ways. Everything tells of an extreme simplicity of living, the barest of housing and the most meagre fare; it is all on a small scale; even the people themselves are small. Among the novel customs of Congo Town are the night markets, when fires are kindled by the roadside, for the display of vegetables and fruit; and the fire dances, in which the dancing is about a fire outdoors.

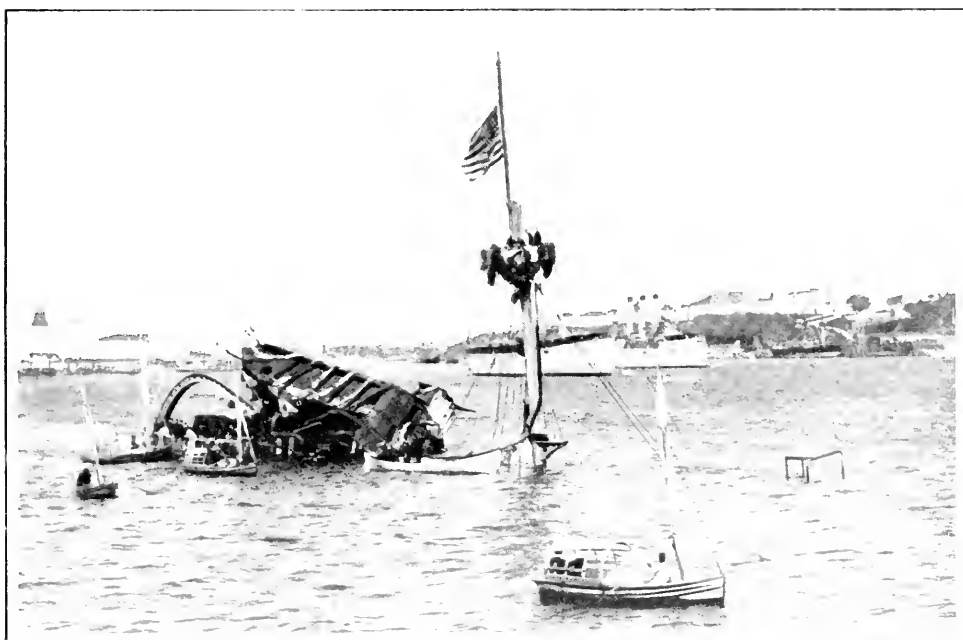


THE INDIAN MONUMENT—HAVANA.

Havana in Picture.



MORRO CASTLE AND HARBOR ENTRANCE



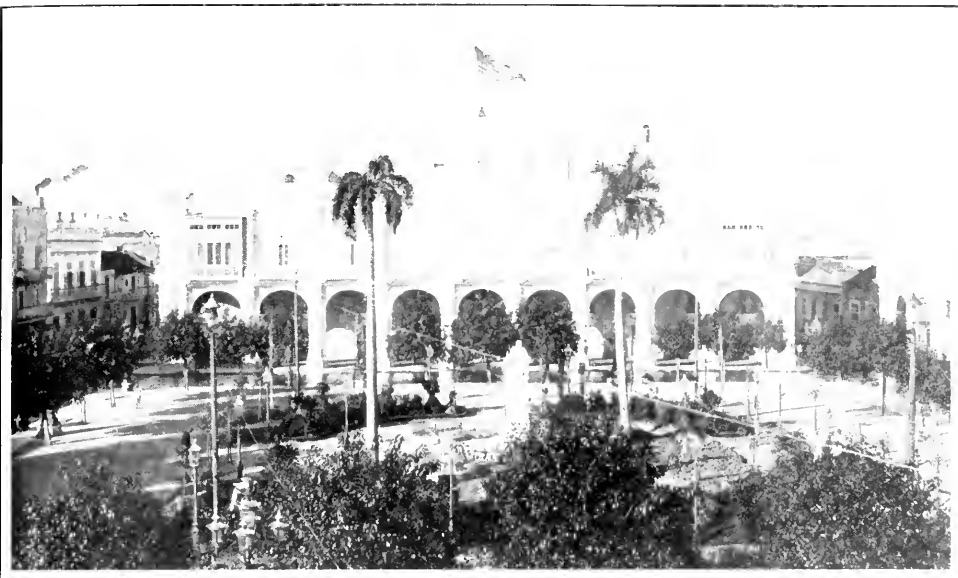
THE WRECK OF THE MAINE.



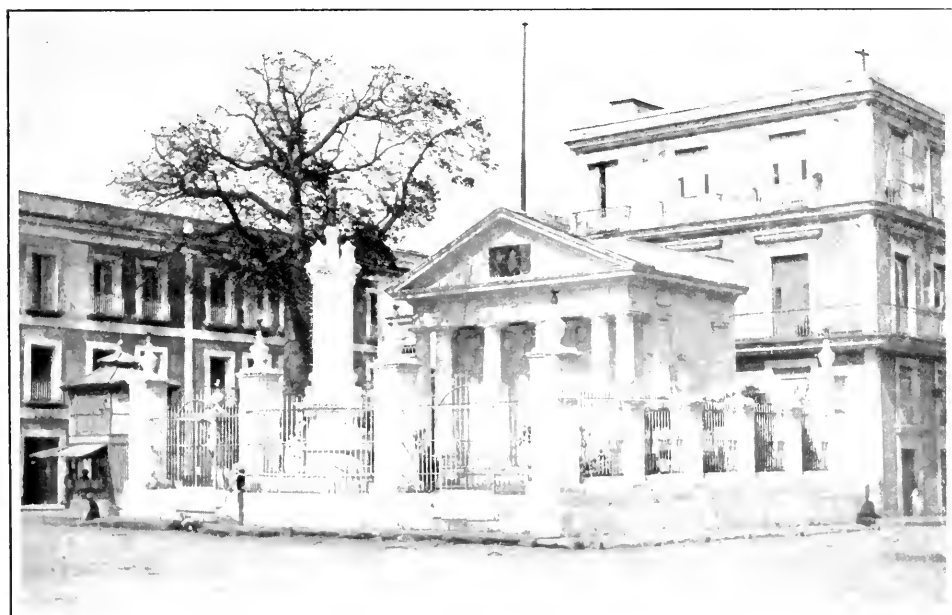
THE HOTEL BOATS OF HAVANA HARBOR.



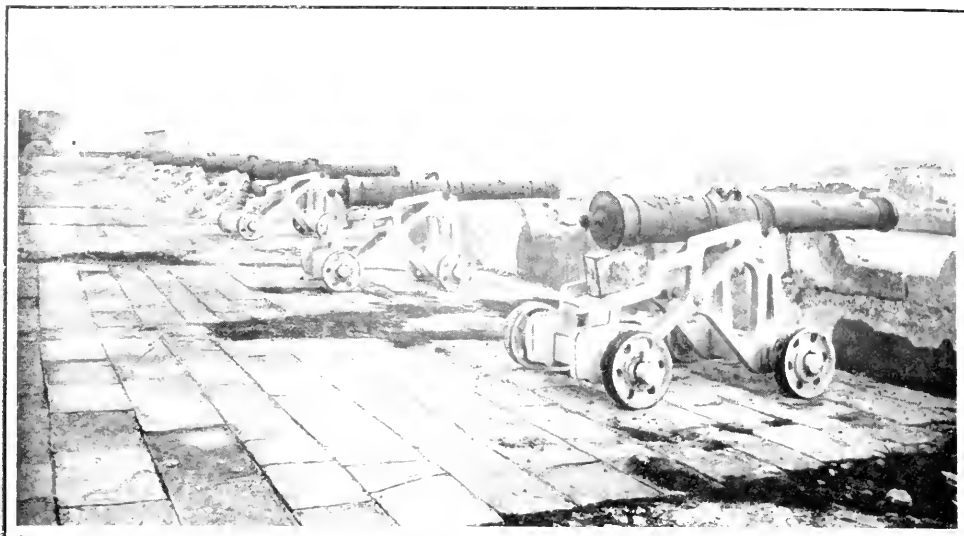
THE PRADO OR PUBLIC SQUARE.



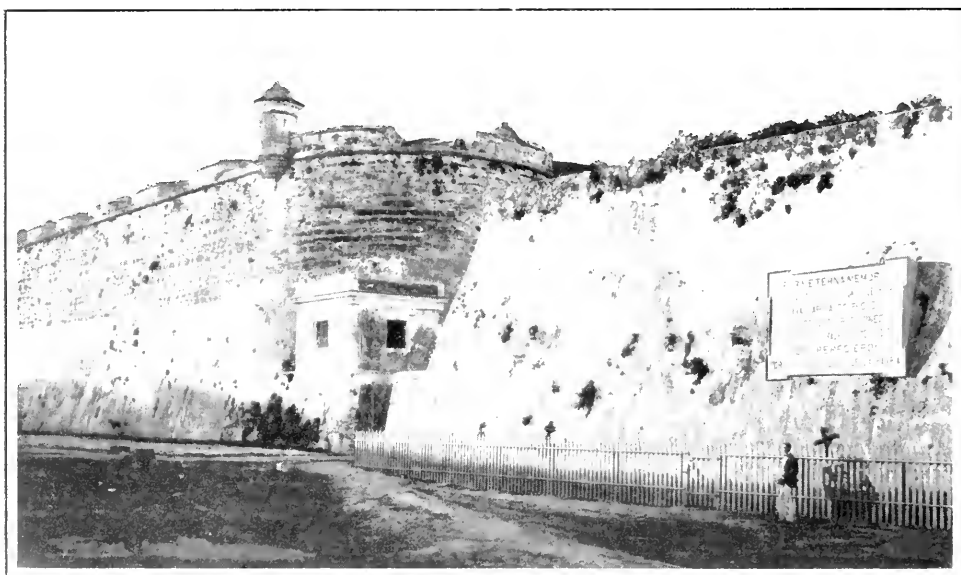
THE GOVERNOR GENERAL'S PALACE.



THE COLUMBUS CHAPEL.



OLD SPANISH GUNS, FORT CABANAS.

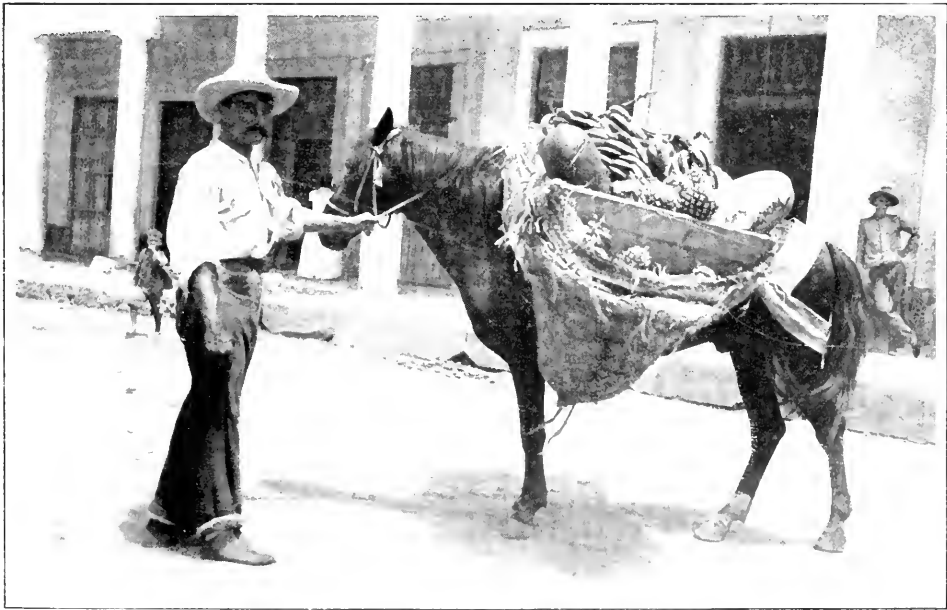


THE MOAT OF CABANAS.

The inscription marks the spot where the insurgents were executed.



FREIGHT TRANSPORTATION.



A STREET VENDER.



COLUMBUS'S CATHEDRAL IN HAVANA.

Formerly enshrined the reputed bones of Columbus, which were removed to Spain in 1898.

The Attractions of Cuba.

To those informed of its many charms, Cuba is irresistible. There is a charm verdant and blooming with the still, deep life of the tropics; a charm in the equableness of its climate, and as potent a charm in its polite, hospitable and interesting people.

Yet, notwithstanding all this, and its proximity, Cuba is but little known to the American people. Those who have studied Cuba and its vast possibilities wonder often that this is so. It is almost inconceivable that the shackles that have bound this fertile and lovely island to the mediæval administration of an effete European state should not have been shattered fifty or a hundred years ago, so rich is it, in every way calculated to arouse the energies of man. But bound in an unprogressive passivity though it has been for centuries, it has shown remarkable evidences of vigorous activity during the very short period that has elapsed since the revolution, and they who have studied Cuba since are invariably of the opinion that its future will unfold itself in a prosperity second to none. The fertility of its soil is proverbial, and herein lies its key to prosperity, although vast forests abound with rich and valuable timber, and its mineral deposits are large.

The climate of Cuba is superb throughout the year, but particularly so during the winter months; and this fact, combined with its splendid natural sceneries and ever verdant landscapes is the reason why it is predicted that Cuba will become one of the most famous winter resorts in the world.

To-day the island is gridironed by railroads, the recent opening of the new line from Santa Clara to Santiago de Cuba, enabling through trains to run from one end of the Island to the other. With its vast possibilities, and the modern transportation facilities with which it is now provided, it is not necessary to have the seer's vision to predict its glorious future.

The sail from either Port Tampa or Miami is so short as to eliminate the disagreeable effects commonly consequent upon a sea voyage. The route as far as Key West is constantly within sight of the Florida keys, and after leaving Key West, it is but a six or seven hours' sail across the Florida straits to the metropolis of the West Indies.

No winter tour to this part of the world is complete that does not include Cuba in its itinerary. The first thing that looms up in view upon approaching Havana is that historic fort, as famous as the island itself—Morro Castle. The Florida steamers invariably enter at daybreak, when the first sight of the harbor and city is at its best. At the left is the castle, and at the right the city, with the beautiful sea wall "Malecon" and its splendid promenade, the "Prado" in the foreground.

THE ATTRACTIONS OF CUBA.

Havana is considered one of the most picturesque cities of the Western Hemisphere, and is certainly quaint in many of its aspects, and therefore interesting. Its architecture and streets are of a distant past, while its bustle and commercial activity remind one of the modern metropolis. There are enough sights in and around the city to keep the tourist busy as long as he elects to remain: but, however interesting Havana may be, one cannot get an accurate idea of the beauty and fertility of the island without visiting the interior.

One of the most interesting of trips is that to Matanzas, located on the United Railways of Havana, some fifty-five miles from Havana. On the way to Matanzas, some of the most considerable sugar plantations on the island are passed, thus affording the passenger during the *zafra*, or harvest, which extends from December to May, the interesting sight of cane being cut and carted to the ingenios, or mills. This short railway journey is replete with scenery that is novel and fascinating to the tourists from the North. The peculiar richness of the native red soil—the most productive in the world—may be appreciated from the car window, and one ceases to doubt how it is possible to gather two and three crops of corn a year and a practically perpetual crop of cane without replanting, and without the use of an ounce of fertilizer. Countless thousands of giant royal palms are seen on either side—now in stately avenues, indicating existing or ancient boundaries, or entrances to the country homes of rich planters and others: again, scattered about promiscuously on hill-top and in hollow. Not less characteristic of this marvelous landscape is the *ceiba*, or silk-cotton tree, whose smooth massive trunk and flat mass of foliage at the top, sometimes covered with parasitic plants, cannot but excite admiration. These trees are especially conspicuous, as they generally rise isolated out of the level plains. But the striking feature of all to the visitor accustomed to pass the fall and winter in higher latitudes is the ever green foliage and grass-covered fields.

Matanzas is a beautiful city of some 40,000 population, and is divided into the so-called old and new towns by the Rio San Juan, and flanked by the Yumuri River, both of which are spanned by magnificent bridges. Its streets are wide, clean and well kept, and the city and its environs are uncommonly healthy.

At a half hour's drive from the city Cuba's most famous natural attractions may be seen—the Yumuri Valley and Bellamar Caves. The former, for beauty and luxuriance of natural scenery, pales all description. The United Railways of Havana have solved the difficulties formerly incident to the journey. This company now issues coupon tickets including the round-trip fare between Havana and Matanzas, an excellent lunch at the principal hotel of the city, a *volanta* (or carriage) drive through the best streets of the town, and to the Yumuri Valley and Bellamar Caves, and admission to the caves. Parties leave Havana daily under the conduction of a competent guide-interpreter in the employ of the company—whose services are absolutely gratis, and whose duty it is to provide for the comfort and convenience of passengers.



UNDER THE PALMS.

On the Way Home.

SAVANNAH, with its twenty-four parks and its broad streets shaded with magnificent oaks, its many handsome residences, and its flower gardens which bloom the year around, is one of the most attractive cities in the South. Forsyth Park, the Pulaski Monument, and the Jasper Monument should have attention, while the busy scenes of Bay street and the river front offer an excellent opportunity to study the vast commercial interests of which Savannah is the center. Bonaventure Cemetery is renowned for its ancient live-oaks, trees as majestic and impressive as any to be found on the Atlantic Coast.

CHARLESTON is full of objects of interest to every American. Here in the harbor is Fort Sumter, with dismantled walls, but flying the Stars and Stripes above it. At Moultrieville is the grave of Osceola, the Seminole, who died while imprisoned in Fort Moultrie. The new fortifications just finished by the United States Government are the largest in extent on the Atlantic coast. The Magnolia Gardens, filled with japonicas, rose bushes and azaleas, present a spectacle of floral magnificence, and the continent may be challenged to equal the superb effect. Artists make pilgrimages to Charleston in the spring to paint its wonderful flowers. The Chicora Golf Club has a fine course, with cozy club house, where tourists will be welcome. There are miles of fine shell roads for the carriage and bicycle, leading along broad avenues lined with handsome residences and through groves of ancient oaks draped with silver moss. On the road around the Battery an excellent view of the harbor and many historical points of interest is obtained. Then there is old St. Michael's, the ante-Revolutionary Church, with its historic chimies and tall tower.

SUMMERVILLE, South Carolina, twenty-two miles from Charleston, on the Southern Railway, is in a piny woods region, where the pure, fresh, dry air is of special advantage to health-seekers, and the pleasure tourist will find in the delightful climate and the many things to engage attention and pique interest abundant excuse for prolonging his visit.

THOMASVILLE stands on the highest point of a peculiar ridge that extends through a part of Southwest Georgia. This ridge has been called the Piedmont section of the pine belt, because of varied landscape of rolling hills and clear streams. From the city, splendid hard roads diverge in every direction, affording enchanting drives and rides through the pine forests that encircle the city in all directions. These pine forests are now recognized as nature's sanitarium, and will add to the health and pleasure of all visitors. A newly completed boulevard makes the circuit of the city at an average distance of two miles from the Court House. Some of the views along this drive are as charming and picturesque as any in the country, and along its whole length it is canopied by overhanging pines and flanked by a rank growth of grass. Thomasville is a city

ON THE WAY HOME.

with nearly 6000 people, with wide streets, pleasant homes, and a wealth of flowers. Its light, porous soil permits the ready absorption of water, so that after even the hardest rain mud is unknown. One of the most remarkable climatic features is the number of clear days, even in winter.

PINEHURST, North Carolina, is situated in a pine-clad sand-hill region of marked healthfulness and having a genial and equable climate. The town is unique; it was laid out by landscape architects as a beautiful residence park; is entirely under one ownership and control, and has been developed into a model village of refined homes. Each year, as its fame goes abroad, it attracts a growing number of permanent residents and tourists tarrying on the way home from South to North. It is reached by both the Southern Railway and the Seaboard Air Line.

SAPPHIRE, North Carolina.—“Along the sunny southern slopes and table lands of the Blue Ridge Mountains in Western North Carolina, at an average altitude of 3,000 feet, where broad ridges point off from the main chains toward the lowlands of South Carolina and Georgia, is a country full of delightful surprises to the tourist, sportsman and health-seeker. The most interesting of the many attractive features are the Fairfield and Sapphire Lakes. Visitors are impressed with the wonderful beauty and greatly varied character of the scenery.



LAKE FAIRFIELD.

THE STANDARD GUIDE.

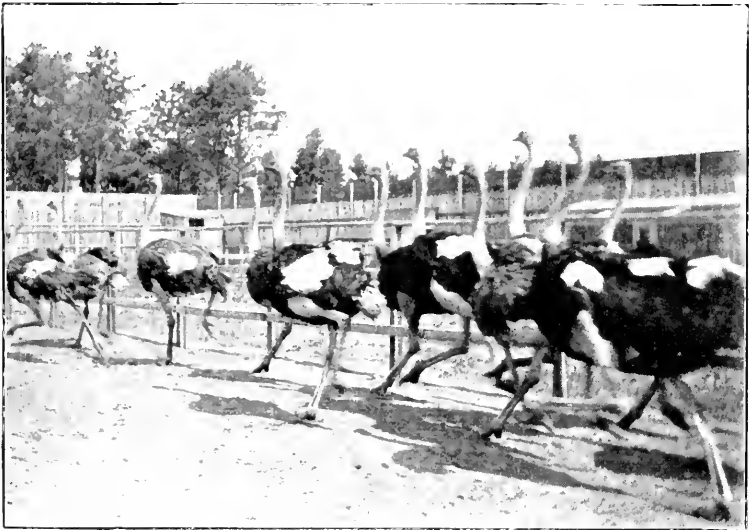
CHATTANOOGA may well have a place in one's itinerary. Historical associations cluster thick about it—Lookout Mountain, Missionary Ridge, Chickamauga. The National Park, to which State after State has contributed its memorials of those who served in the Civil War, has made Chattanooga a point of pious pilgrimage for many thousands. The view from the bluff of Lookout Mountain is one of the most imposing and at the same time one of the most beautiful mountain prospects to be found in America.

LITHIA SPRINGS, Ga., is half an hour by rail from Atlanta; and situated in the Hill Country, has a mild and dry climate, which makes it a mid North and South halting place of steadily growing favor. The celebrated Bowden Lithia Springs are here.

CAMDEN has abiding interest for the tourist because of the graces and adornments lavished upon it by nature and the historical associations which cling to it.

RICHMOND, the venerable capital of the James, has many attractions in its beautiful site and picturesque surroundings, and its historic associations. The Capitol building, which dates from the last century, contains with other treasured heirlooms of the past Houdon's Statue of Washington, a copy of which is in the National Statuary Hall at Washington. Capitol Square has for chief adornment Crawford's noble work, the Washington Monument, and here, too, are statues of Clay and Stonewall Jackson, and elsewhere the Lee Monument.

OLD POINT COMFORT holds an unique place. Situation, climate, scenery and surroundings conspire to make it the most popular of all-the-year-around seaside resorts. The locality is one rendered ever famous by the momentous events which took place here in the sea conflicts of the Civil War. From the hotel piazzas one looks out over the broad waters where, in their terrific duel,



DRESS PARADE AT THE FLORIDA OSTRICH FARM.

the Monitor and the Merrimac changed the modes of naval warfare. Old Point is the seat of Fort Monroe, the largest fortification on the continent, and Hampton Roads is a rendezvous of the White Squadron. Proximity to Washington and ease of access from New York make it the favorite resort of many distinguished people, and its social features most brilliant.

HOT SPRINGS, North Carolina, on the French Broad, where it cuts its way through the heart of the Blue Ridge, takes its name from the thermal springs, which are so well known for their beneficial and curative qualities. Hot Springs is in the pine wood region, where the air is dry and pure, and there is a remarkable freedom from fog.

HOT SPRINGS, Virginia, on the Chesapeake & Ohio Railway, is at an elevation of 2,500 feet in a picturesque valley, amid magnificent mountain surroundings. The springs, which give the place its name, have been famous for generations; to-day Hot Springs maintains its prestige as one of the most important and fashionable health and pleasure resorts of the continent.

Munyon's Island.

MUNYON'S ISLAND lies some distance north of Lake Worth Inlet, in the midst of an expanse of water. A sea wall of concrete is all about the southern end of the island and filled the space behind it with mud dredged from the lake, considerably raising the level of the land. This has been turned into a fine lawn, taking up the whole of the rounding point in which the land terminates, and perfectly open, except for a single row of cocoanut palms and agaves along the shore. The view is therefore unimpeded, and is very fine—looking directly down the lake to where, perfectly visible, rests the hulk of the *Royal Poinciana*, ten miles distant.

From the lawn back to the north end of the island extends for nearly a mile an unbroken stretch of orchard and garden. It is astonishing to note the number and variety of tropical and subtropical trees and plants that are gathered here. Though the area of the island includes in all nearly eighteen acres, much of it is necessarily not under cultivation. The groves of cocoanut palms contain over two thousand trees; there are as many bearing citrus fruits of all species—from the dainty little kumquat orange and the lime to the massive pomelo and Munyon's lemon—a fruit that is a cross between lemon and shaddock, as large as the grapefruit, but preserving all the characteristic lemon shape and flavor.

Munyon's Island is visited by almost every one who comes to Palm Beach. It lies near one of the commanding points of interest—the fine fishing grounds of the inlet, and the sand flats alive with beautiful shell fish and marine curiosities of all sorts. It is always open to the public, and the hospitable monarch of this flowery kingdom is ever ready to welcome the guest and show all its marvels.



THE COLONIAL—NASSAU.



"The Land of the Sky" is that portion of western North Carolina lying between the Blue Ridge Mountains and the Iron, Smoky and Unaka ranges of eastern Tennessee. It is a superb elevated plateau, the lowest point of which is more than 2,000 feet above the level of the sea. It is protected in winter from chilling winds by the surrounding mountains. Geographically, it is situated in the most favored portion of the temperate zone. Topographically, it is mountainous, and is largely covered with forests in which the long leaf or turpentine pine predominates. It is traversed by splendid rivers, and dotted with beautiful skies. Its scenery is unrivaled, even by the more famous localities of the far West, and its accessibility is such that it can be reached either from the North, the East, the South, or the Middle West in a few hours, whereas the scenic glories of the West requires several days in which to reach them.

To reach this favored section the traveler from the East should take one of the through trains of the Southern Railway, through Washington, Lynchburg, and Salisbury, N. C. Close connection is made at Salisbury with the main line trains to and from the East, and elegant Pullman drawing room sleeping cars afford superb service, so that passengers from New York can take the through Pullman sleeping car at that point in the evening, and the following day at noon reach Asheville or Hot Springs in perfect comfort and without change of cars.

From Florida and the South the through trains of the Southern Railway take the traveler through Columbia and Spartanburg, affording elegant Pullman car service.

From the North and West the most direct route is through Cincinnati, or through Chattanooga and Knoxville.

So it matters not from what direction you may be coming, passengers will find the Southern Railway prepared to afford the very best schedule and through car service.

THE STANDARD GUIDE.

"The Land of the Sky" is about equal to Switzerland in area, and greatly resembles it in its majestic natural beauty and sublimity. The greater profusion of vegetation here, however, gives a softness of effect to its marvelous landscapes that mark the principal difference between this country and that of the European Alps.

The charm of this land is real and apparent; its delights are an actuality. Perhaps the most notable and complete surrender to the fascination of its physical charms is its choice by George Vanderbilt, Esq., as a site for his recently established estate, "Biltmore," within two miles of the city of Asheville, and nearly the exact center of this scenic wonderland. Several millions of dollars have already been expended upon the grounds, and the work is still going on. Mr. Vanderbilt's residence—which is said to have cost more than \$3,000,000—occupies the most commanding site in this splendid domain, and is considered the masterpiece of its designer, the late Richard M. Hunt, America's most famous architect.

Asheville, that Mecca of health-seekers, the spot best known among the resorts of this splendid region, stands higher above the sea level (2,288 feet) than any other city in America east of the Rockies. The visitor will find Asheville a progressive, modern city. Its streets are well paved and lighted, and trolley lines run to all the suburbs. The city has an opera house, clubs, an art gallery, a public library, a handsome new auditorium, and hotels which enjoy widespread and well deserved repute for their excellence. The two largest houses, the Battery Park and the Kenilworth Inn, are each beautifully located, the former in a handsome private park in the very center of the city. Kenilworth Inn is located about two miles from the city proper, at Biltmore, where is also situated Mr.



THE LAND OF THE SKY IS FILLED WITH SCENIC SURPRISES.

THE LAND OF THE SKY.

George W. Vanderbilt's magnificent residential property, the finest estate in America. The Albemarle Manor, built after the fashion of a quaint English inn, is also a very excellent hotel, as is also the Victoria Inn. There are quite a number of hotels of less importance which afford excellent accommodations at moderate prices.

Stretching from Asheville on the northwest for thirty-four miles is the lovely French Broad River, along which the Southern Railway winds. The foaming stream here darts out and in between rocky cliffs now gleaming in a broad patch of sunlight, now leaping along in the shadow of great boulders, ever fascinating in its wild and unrestrained beauty—a water sprite on a madcap chase.

High among these mountains, in a beautiful valley, are Hot Springs, which yearly offer relief to hundreds in search of health and strength. But the crowning glory of the place is its hot waters, which are thrown up from the earth in a number of springs, the temperature of which ranges from 96 to 110 degrees.

The curative properties of the water of these springs is shown in the marked remedial effect in diseases of the liver and kidneys, in rheumatism, gout, and sciatica. Persons suffering from dyspepsia, insomnia, or nervous troubles also find great relief.

The Mountain Park Hotel, located here, is comfortable and modern in its appointments.

Another highly favored region is on the branch of the Southern Railway leading from Asheville to Spartanburg, S. C., including Tryon, Sahula, Hendersonville, Flat Rock, and the beautiful Sapphire country.

The Sapphire country is a region full of delightful surprises to the tourist, sportsman and health-seeker. No other section contains more clear, cold and wonderfully picturesque streams, so many grand waterfalls, such wide-sweeping mountain views, such beautiful lakes and verdure-clad valleys.

Lakes Fairfield and Sapphire, in the heart of the North Carolina mountains, are duplicates of the most beautiful gems of the Adirondacks. Nowhere else in the South, at this altitude, are there such bodies of water of wonderful beauty and greatly varied characters. There are towering cliffs, rising abruptly for a thousand feet from their shores, and cascades of rare clearness falling directly into the lakes from the lofty tableland surrounding. Indeed, it is the general verdict of widely traveled people that, in respect to the remarkable combination and varied and attractive character of lake and mountain scenery, this section is unrivaled by any in the world. Excellently kept hotels are open the year around, affording ample accommodations to the tourists.

To those who have been spending a time under the bright and languid skies of Florida, and who do not wish to risk the sudden transition from summer to winter, which threatens all who return north, until spring has fairly set in, the beautiful mountain region of western North Carolina holds out alluring attractions, because of its superb and unsurpassed natural scenery, and its excellent climate, free from extremes of heat and cold.

Three Daily Trains

Between the East and South

FLORIDA and the RESORTS SOUTH best reached

» VIA »

Southern Railway

This System with its connections forms the great trunk line,
operating high-class vestibuled trains, between ☞ ☞ ☞ ☞

New York and Florida, and Points South,

affording not only the most perfect service, in the way of Pullman Drawing Room Sleeping Cars, Observation Cars, Dining Cars and Day Coaches, but quick and most satisfactory time between all points.

"The Southern's Palm Limited"

One of the most superb and elegantly equipped trains in the world, leaves New York, via Penn. R. R., daily, except Sunday at 12:40 P. M., leaves Washington, via Southern Railway 6:30 P. M., arriving Jacksonville 2:20 P. M., and St. Augustine 3:30 P. M., following day.

Returning, this train leaves St. Augustine via Florida East Coast Railway, 11:10 A. M., daily except Sunday, leaves Jacksonville, Southern Railway, 12:20 P. M., arrives Washington 10:15 A. M., and New York 4:13 P. M., following day.

This train is composed of Pullman Compartment, Observation and Drawing Room Sleeping Cars between New York and St. Augustine; also Pullman Drawing Room Sleeping Car between New York, Aiken and Augusta.

Dining Car Service and Club Cars. Train Electric Lighted Throughout.

"The New York and Florida Express"

Leaves New York via Penn. R. R., daily at 3:25 P. M., leaves Washington, via Southern Railway, 9:50 P. M., arriving Jacksonville 7:40 P. M. following day, making direct connection for Miami and Cuba; returning leaves Jacksonville, via Southern Railway, 8:45 A. M., arriving Washington, 7:40 A. M., and New York, 1:43 P. M., following day.

This train is composed of elegant Pullman Drawing Room Sleeping Cars between New York, Jacksonville and Tampa, and day coaches between Washington and Jacksonville. Dining Car serves meals en route. Also Pullman Drawing Room Sleeping Cars between New York, Camden, Summerville, Charleston and Augusta.

"The Washington and Florida Limited"

Leaves New York via Penn. R. R., at 12:10 n't.; leaves Washington, via Southern Railway, 10:51 A. M., arriving Jacksonville 9:20 A. M., following day. Returning leaves Jacksonville, via Southern Railway, 7:55 P. M., arriving Washington 9:50 P. M. following evening, and New York 6:23 A. M.

This train is composed of elegant Pullman Drawing Room Sleeping Cars between New York and Jacksonville, and day coaches between Washington and Jacksonville. Dining Car service.

Close connection at Jacksonville to and from the noted resorts on
the East Coast and West Coast of Florida. Connection also at
Miami and Tampa for Key West, Havana and Nassau. » »
QUICKEST ROUTE BETWEEN NEW YORK AND HAVANA.

For Folders and Detailed Information, apply to

H. F. CARY, District Passenger Agent, 108 West Bay Street, Jacksonville, Fla.

Or **H. C. HUNT, City Passenger & Ticket Agent,** 108 West Bay Street, Jacksonville.

A. S. THWEATT, Eastern Passenger Agent,
11-5 Broadway, New York City.

L. S. BROWN, General Agent,
705 Fifteenth Street, N.W., Washington, D. C.

C. H. ACKERT, General Manager,
Washington, D. C.

S. H. HARDWICK, G. P. A.,
Washington, D. C.

W. H. TAYLOR, A. G. P. A.,
Atlanta, Ga.

Schedule in effect January 15th, 1903.

ASK MR. FOSTER, at the Standard Guide Information Bureaus, Cordova Corner, St. Augustine, and Hotel Royal Poinciana, Palm Beach, for further information and printed matter of all the Hotels, Routes and Resorts here advertised.



THE SOUTHERN'S PALM LIMITED

BETWEEN THE EAST AND FLORIDA, *Via*

SOUTHERN RAILWAY

Solid Train, New York to St. Augustine.

This elegant train which made its first appearance last season, went into service again on January 12th, 1903, and the success with which the Southern's Palm Limited met last year, only insures its greater popularity this season.

Train leaves New York and St. Augustine, respectively, daily except Sunday.

ROUTE:

<i>Pennsylvania Railroad,</i>	-	<i>Between New York and Washington.</i>
<i>Southern Railway,</i>	-	<i>Between Washington and Jacksonville.</i>
<i>Florida East Coast Railway,</i>	-	<i>Between Jacksonville and St. Augustine.</i>

SCHEDULE.

SOUTHBOUND.

Leave New York,	12:40 P. M.
Leave Philadelphia,	3:16 P. M.
Leave Baltimore,	5:22 P. M.
Leave Washington,	6:31 P. M.
Arrive Columbia,	7:00 A. M.
Arrive Savannah,	10:10 A. M.
Arrive Jacksonville,	2:20 P. M.
Arrive St. Augustine,	3:30 P. M.

NORTHBOUND.

Leave St. Augustine,	11:10 A. M.
Leave Jacksonville,	12:20 P. M.
Leave Savannah,	4:30 P. M.
Leave Columbia,	9:30 P. M.
Arrive Washington,	10:15 A. M.
Arrive Baltimore,	11:25 A. M.
Arrive Philadelphia,	1:36 P. M.
Arrive New York,	4:13 P. M.

Elegant Pullman Compartment, Observation, and Drawing Room Sleeping Cars, between New York and St. Augustine; also Pullman Drawing Room Sleeping Car between New York, Aiken and Augusta.

Complete Dining Car Service and Club Cars. Train Electric Lighted Throughout.

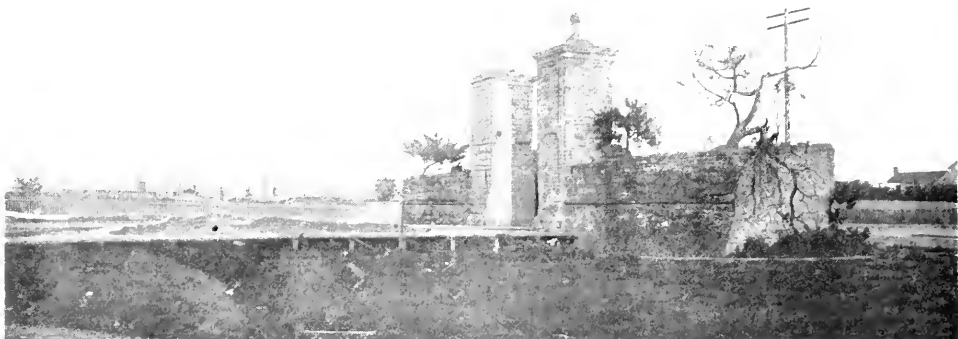
Connection at Columbia for Summerville and Charleston, at Blackville for Aiken and Augusta, at Jesup for Brunswick (Jekyll Island), and at Jacksonville for points on East and West Coast of Florida.

For Folders and Detailed Information, apply to

H. F. CARY, District Passenger Agent,	-	108 West Bay Street, Jacksonville, Fla.
or H. C. HUNT, City Passenger and Ticket Agent,	-	108 West Bay Street, Jacksonville, Fla.
A. S. THWEATT, Eastern Passenger Agent,	-	L. S. BROWN, General Agent,
115 Broadway, New York City.	-	705 Fiftieth Street, N. W., Washington, D. C.
C. H. ACKERT, General Manager,	-	S. H. HARDWICK, G. P. A.,
Washington, D. C.	-	Washington, D. C.
	-	W. H. TAYLOR, A. G. P. A.,
	-	Atlanta, Ga.

Schedule in effect January 13th, 1903.

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From the North to Florida the Most Direct Route is via
SOUTHERN - RAILWAY

TWO ELEGANT THROUGH TRAINS

THE CHICAGO AND FLORIDA SPECIAL & THE FLORIDA LIMITED

ROUTE OF THE CHICAGO AND FLORIDA SPECIAL:

Between Chicago and Cincinnati, - - - Big Four Route.
Between Cincinnati and Chattanooga, - - - (Citic) Queen and Crescent Route.
Between Chattanooga and Jacksonville, - - - via Atlanta and Macon Southern Railway.
Between Jacksonville and St. Augustine, - - - Florida East Coast Railway.

SOUTHBOUND.		SCHEDULE.	NORTHBOUND.	
Leave Chicago, - - - - -	1:00 P. M.		Leave St. Augustine, - - - - -	8:15 A. M.
Leave Cincinnati, - - - - -	9:15 P. M.		Leave Jacksonville, - - - - -	9:20 A. M.
Leave Chattanooga, - - - - -	6:28 A. M.		Leave Macon, - - - - -	3:55 P. M.
Arrive Atlanta, - - - - -	10:40 A. M.		Leave Atlanta, - - - - -	6:15 P. M.
Arrive Macon, - - - - -	12:55 P. M.		Arrive Chattanooga, - - - - -	10:45 P. M.
Arrive Jacksonville, - - - - -	8:05 P. M.		Arrive Cincinnati, - - - - -	7:55 A. M.
Arrive St. Augustine, - - - - -	9:15 P. M.		Arrive Chicago, - - - - -	5:30 P. M.

This train is composed of Pullman equipment of the most modern construction, and ranks among the finest trains in America. Through Sleeping Cars between Chicago, Cleveland, Detroit, Toledo, Pittsburg, Columbus, Louisville, Cincinnati and St. Augustine. **ELEGANT DINING CAR SERVICE & OBSERVATION CAR.**

This train leaves Chicago and St. Augustine, respectively, daily except Sunday.

FLORIDA LIMITED

Daily, with through Pullman Sleeping Cars between

Chicago and St. Augustine, and Cincinnati and Port Tampa.

SOUTHBOUND.		SCHEDULE.	NORTHBOUND.	
Leave Chicago, Monon Route, - - -	9:00 P. M.		Leave St. Augustine, F. E. C. Railway, -	6:10 P. M.
Leave Chicago, Penn. Lines, - - -	8:40 P. M.		Leave Jacksonville, Southern Railway, -	7:45 P. M.
Leave Cincinnati, Q. & C. Route, - - -	8:30 A. M.		Leave Macon, Southern Railway, - - -	3:05 A. M.
Leave Louisville, Southern Railway, -	7:40 A. M.		Leave Atlanta, Southern Railway, - - -	5:30 A. M.
Arrive Chattanooga, Q. & C. Route, -	6:00 P. M.		Arrive Chattanooga, Southern Railway, -	9:45 A. M.
Arrive Atlanta, Southern Railway, - -	10:40 P. M.		Arrive Cincinnati, Q. & C. Route, - -	7:30 P. M.
Arrive Macon, Southern Railway, - - -	1:05 A. M.		Arrive Louisville, Southern Railway, -	8:15 P. M.
Arrive Jacksonville, Southern Railway, -	8:30 A. M.		Arrive Chicago, Penn. Lines, - - - -	7:30 A. M.
Arrive St. Augustine, F. E. C. Railway, -	10:00 A. M.		Arrive Chicago, Monon Route, - - - -	7:23 A. M.

Elegant Pullman Drawing Room Sleeping Cars between Chicago and St. Augustine, and Cincinnati and Port Tampa. Dining Car serves meals en route.

Close connection at Jacksonville and St. Augustine, for the Resorts on East Coast and West Coast of Florida.

Apply to any agent of the above mentioned lines for detailed information.

H. F. CARY, District Passenger Agent, - - - 108 West Bay Street, Jacksonville, Fla.
H. C. HUNT, City Passenger and Ticket Agent, - 108 West Bay Street, Jacksonville, Fla.
C. A. BENSOTER, A. G. P. A., - - - W. H. TAYLOR, A. G. P. A., - - - G. B. ALLEN, A. G. P. A.,
Chattanooga, Tenn. - - - Atlanta, Ga. - - - St. Louis, Mo.
C. H. ACKERT, General Manager, - - - S. H. HARDWICK, General Passenger Agent,
Washington, D. C. - - - Washington, D. C.

Schedule in effect January 6th, 1903.

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Quickest Schedules.

Finest Trains.

Shortest Routes.

TO AND FROM
FLORIDA

via

Queen and Crescent Route

SOUTHERN RAILWAY
AND CONNECTING LINES....

CHICAGO @ FLORIDA SPECIAL

Through Pullman service between Chicago, Cleveland, Detroit, Toledo, Pittsburg, Louisville, Cincinnati, Jacksonville and St. Augustine without change, via Jacksonville and Atlanta. . . .

FLORIDA LIMITED

Through Pullman service between Chicago, Louisville and Cincinnati, Jacksonville, St. Augustine and Tampa, via Atlanta and Jacksonville.

QUEEN @ CRESCENT SPECIAL

Through Pullman service between Cincinnati and Jacksonville via Asheville and Savannah.

DINING AND OBSERVATION CARS ON ALL TRAINS.

BEAUTIFUL SCENERY.

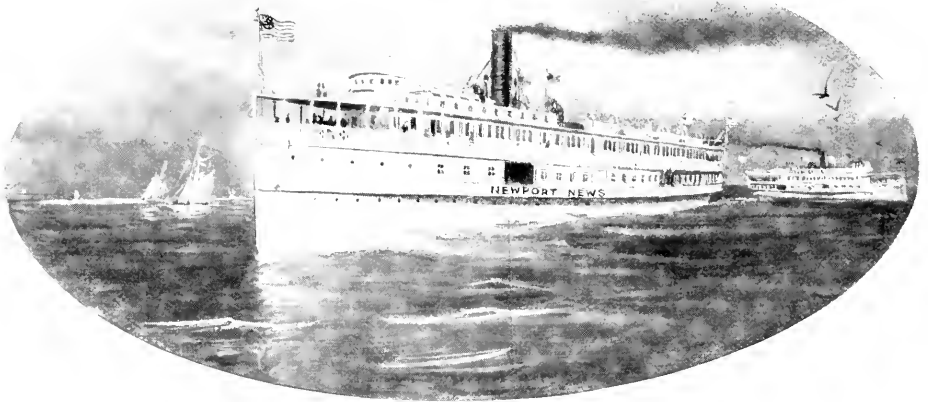
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Write for Rates and Printed Matter.  
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W. J. MURPHY, General Manager.

W. C. RINEARSON, Gen. Pass. Agt.

CINCINNATI.

THE HISTORIC POTOMAC NORFOLK AND WASHINGTON STEAMBOAT CO.,



NEW AND POPULAR ROUTE BETWEEN

Washington, D. C., Old Point Comfort, Norfolk, Virginia Beach and the South.

The new and magnificent Steel Palace Steamers of this line, the steamers "Newport News," "Norfolk" and "Washington," most luxuriously fitted throughout, having Steam Heat in staterooms, Electric Lights and Call Bells in each room, leave Norfolk and Washington daily on the following schedule:

NORTHBOUND.

Leave	PORTSMOUTH.....	5 00 P. M.
"	NORFOLK.....	6 00 "
"	FORTRESS MONROE ..	7 00 "
Arrive	ALEXANDRIA	6 30 A. M.
"	WASHINGTON.....	7 00 "

SOUTHBOUND

Leave	WASHINGTON	6 30 P. M.
"	ALEXANDRIA	7 00 "
Arrive	FORTRESS MONROE ..	7 00 A. M.
"	NORFOLK	8 00 "
"	PORTSMOUTH	8 15 "

Close connection made with all rail lines at Norfolk, Fortress Monroe and Washington, D. C., for all points North, South, East and West.

Passengers going or returning to Wilmington, Raleigh, Charlotte, Charleston, Savannah, Atlanta, Jacksonville and principal Southern cities, are given an opportunity by this route to stop over at the National Capital, Fortress Monroe or Virginia Beach.

By taking this route the passenger is afforded a pleasant ride on the Potomac River and Chesapeake Bay, thus breaking the monotony of an all-rail ride.

The excellence of the meals furnished on these magnificent steamers has been a great factor in their popularity. The dining-room service is a la carte, meals being served at hours convenient to the passengers.

Ask for tickets via the new Norfolk and Washington line of steamers.

JNO. CALLAHAN, General Manager.

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Chesapeake and Ohio Railway

The Rhine, The Alps and the Battlefield Line

Vestibuled, Electric Lighted,
Dining Car Trains with Obser-
vation Cars and Pullman Sleep-
ers between

New York,
Philadelphia,
Baltimore,
Washington,
Old Point Comfort,
Norfolk,
Richmond and
Virginia Hot Springs,
Cincinnati,
Louisville,
Indianapolis,
Chicago and
St. Louis.

Grand Mountain, River and
Canyon Scenery.

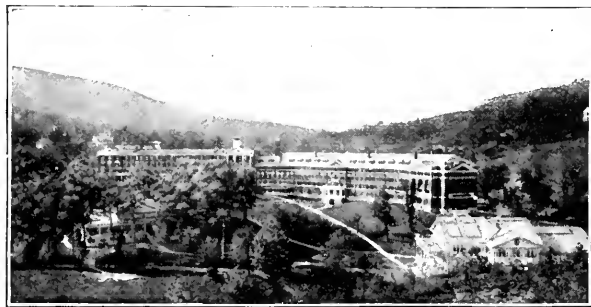


VIRGINIA HOT SPRINGS

2,500 Feet Elevation.

Magnificent Mountain Surroundings.

Open all the Year.



Incomparable Fall, Spring
and Summer climate —
Luxurious baths and most
curative waters known for
rheumatism, gout, obesity
and nervous troubles. New
golf club house with squash
court, ping pong, lounging
rooms, cafe, etc. Fine golf
links, tennis courts, excel-
lent livery and all out-door
pastimes.

New Homestead and Cottages. The hotel is a brick structure of the highest class, completed in September, 1902, containing 400 rooms and 200 private baths. Long distance phone in each room. Broker's office, with direct New York wire.

Pullman compartment car, via Chesapeake & Ohio Railway. The F. F. V. Limited, leaving New York 4:55 P. M., and Washington 11:10 P. M. daily, arrives Hot Springs 7:25 A. M. Excursion tickets at C. & O. offices, 302 Broadway, New York, and at 513 Pennsylvania Avenue and 600 Fourteenth Street, Washington, D. C.

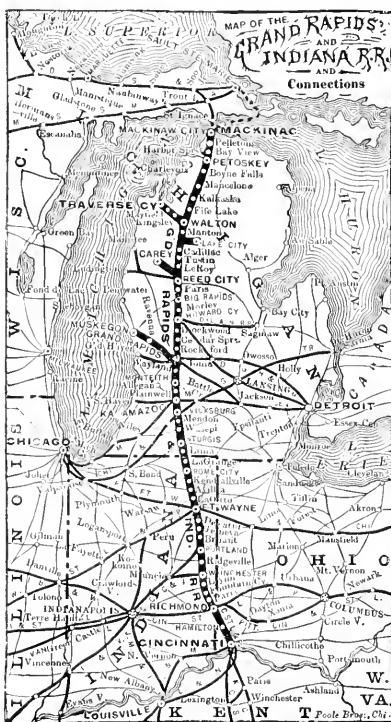
FRED. STERRY, Manager,

Hot Springs, Bath Co., Va.

Michigan in Summer

is the most delightful region in the cool North.
It can be the most quickly and comfortably reached
from the South by the

Grand Rapids & The Fishing Line Indiana Railway



A magnificent car service is maintained during the Summer season from the South to these famous Summer resorts:

*Petoskey
Bay View
Harbor Springs
Wequetonsing
Roaring Brook
Mackinac Island
Traverse City
Northport
Walloon Lake
Omena*

It includes through Pullman sleeping cars daily from Cincinnati, Chicago, St. Louis, Louisville, Indianapolis and Pittsburgh, and dining cars second to none.

Write for handsome illustrated book on "Michigan in Summer," containing pictures of this attractive region, names and rates of all hotels and boarding houses, rates of fare and detailed information.

C. L. LOCKWOOD, General Passenger and
Traffic Agent,
GRAND RAPIDS, MICH.

TOURIST ROUTES.

The CANADIAN ROCKIES.



TAKAKKAW FALLS, Yoho Valley, B. C.

NEXT Summer, after the city has become warm as a baker's oven, you will be casting about for a place in which you may escape the heat and enjoy yourself, and you cannot do better than inquire as to the merits of the Canadian Rocky Mountains. There you will find all that constitutes a perfect Summer resort.

Particulars will be furnished by any officer or agent of

The Canadian Pacific R'y

or by **ROBERT KERR**, Passenger Traffic Manager, MONTREAL

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The Jefferson

Richmond, Va.

***An Elegant Hotel
European Plan &***

Rates, \$2.00 per day and upward

Turkish Baths.

Long Distance Phone in each room.

Telegraph and Railroad Ticket Office.

Baggage Checked to Destination from Hotel.



***The Mecklenburg* HOTEL and SANATORIUM** **CHASE CITY. VIRGINIA.**

A Splendid, New, Modern Hotel. Immediately on the Southern Railway,
Three Hours from Richmond

AMERICAN PLAN. ✂ ✂ OPEN ALL THE YEAR AROUND

One Hundred and Twenty-five Bed Rooms, Numerous Baths, Spacious
Public and Amusement Rooms, Steam Heat, Electric Lights, Special
Hydriatic Department. Physician in Charge, Golf; Quail Shooting on
Special Preserves until February 1st.

LITHIA AND CHLORIDE CALCIUM WATERS.

Rates upon Application. Both Houses under Same Management.

The Rest Spots of Michigan

"ALL WORK AND NO PLAY MAKES JACK A DULL BOY," is a saying as old as our country, and it was often quoted even in the days when it was necessary to "earn their bread in the sweat of their brow." It was trite then—it is doubly so now, when the labor of brain has largely taken the place of the labor of brawn. The brain cries out for rest from the nagging worries of business. There is no more delightful spot on earth than any one of the hundreds lying on the shores of the Great Lakes surrounding the State of Michigan, or on the banks of her beautiful inland lakes or streams. The purest of pure air, plenty of outdoor sport to engage unused muscles, and a rest for the tired brain puts new life in the wearied frame.

Any of the following booklets mailed free to any address, on request to....

**H. F. MOELLER, General Passenger Agent,
PERE MARQUETTE RAILROAD
DETROIT, MICHIGAN.**

"Michigan Summer Resorts."—Sixty-four page booklet, illustrated in handsome half-tones.

"Pointe aux Barques."—A Summer Colony of delightful people.

"Charlevoix Summer Homes"—Brochure descriptive of one of the most charming resorts of Northern Michigan.

"Ottawa Beach and Macatawa Park."—A Lake Shore rival of the popular seashore resorts.

"Fishing and Hunting in Michigan."—Forty-two pages of reliable information for the lover of rod and gun.

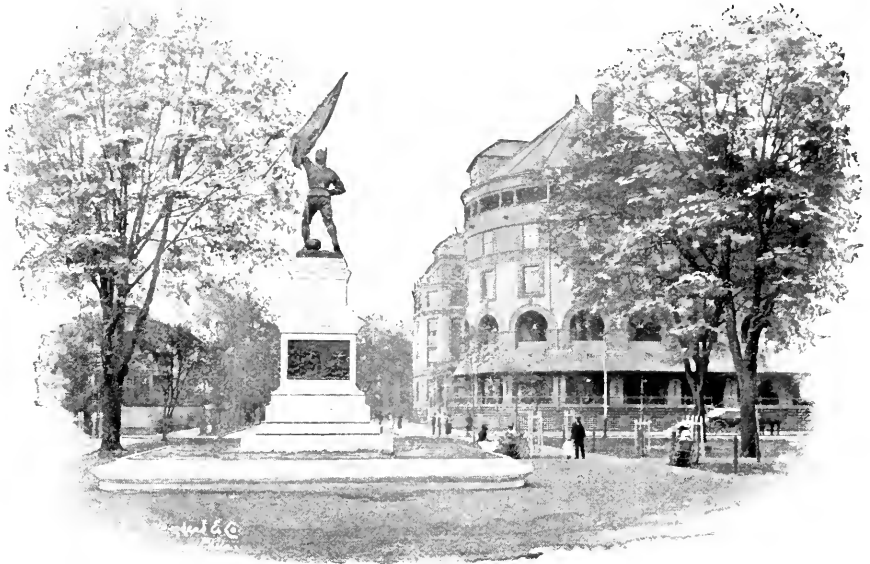


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DE SOTO HOTEL



SAVANNAH, GA.



Strictly first-class accommodations for 500 guests. Tourists will find Savannah the most interesting and beautiful city in the South. An ideal Winter resort. Guests have privilege of the largest Golf Links in the South. Miles of good roads for automobiling. Automobiles for rent. Special rates for families remaining week or more. Write for descriptive booklet.

WATSON & POWERS, Proprietors.

SOUTH CAROLINA

LONG LEAF PINE BELT

The Kirkwood

ON CAMDEN HEIGHTS

The New Hotel in Camden, modern in all appointments

T. EDMUND KRUMBHOLZ,
CAMDEN : SOUTH CAROLINA

*CARVEL HALL,
Annapolis, Md.*

*THE RUISSEAU MONT
Lake Placid, N. Y.*

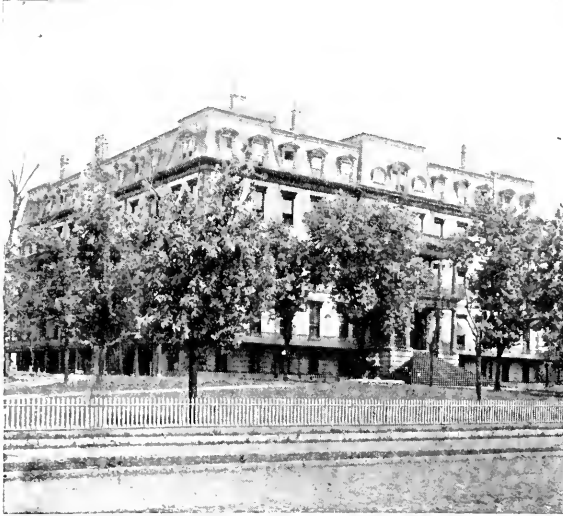
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THE NEW STANTON

Chattanooga's
Leading Hotel

GEO. D. POTTS,
Proprietor.

*One Square from
Central Passenger
Station. & & &*



THE MOST CONVENIENT
AND ATTRACTIVE HOTEL
BETWEEN THE NORTH
AND FLORIDA. & & &

Luxurious rooms, arranged in
suites, with private bath; perfect
service; cuisine unexcelled.

RATES:
\$3.00 to \$5.00 per day
American Plan.

The Read House, CHATTANOOGA, TENN.

Site of the Historic Crutchfield House.

Opposite Union Depot.

ARTESIAN
WELL WATER
USED
THROUGHOUT
THE HOTEL.
PRIVATE
BATHS.



FINEST
TURKISH
BATH-ROOMS
IN
THE SOUTH.
PORCELAIN
LINED TUBS.

Electric Cars pass the Hotel for Lookout Mountain,
Mission Ridge, Vallombrosa and all suburbs. • •

AMERICAN PLAN, \$2 50 AND UP.
EUROPEAN PLAN, \$1 00 AND UP.

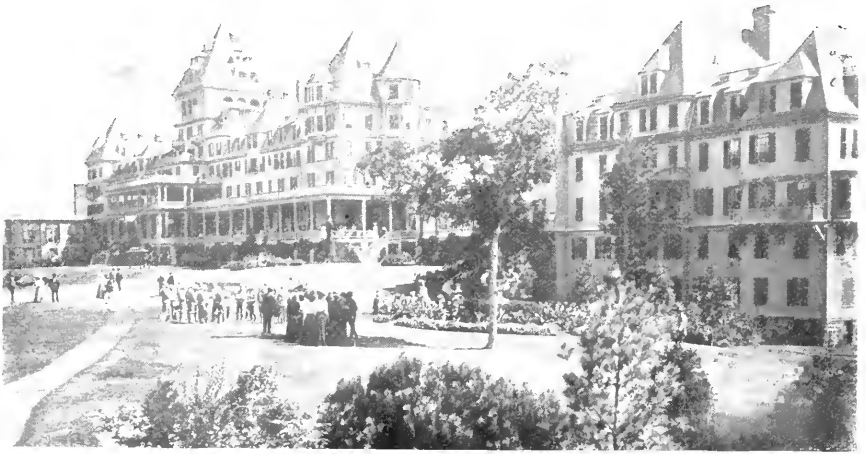
SAM'L R. READ, PROPRIETOR.

TOURIST RESORTS.

Hotel Champlain

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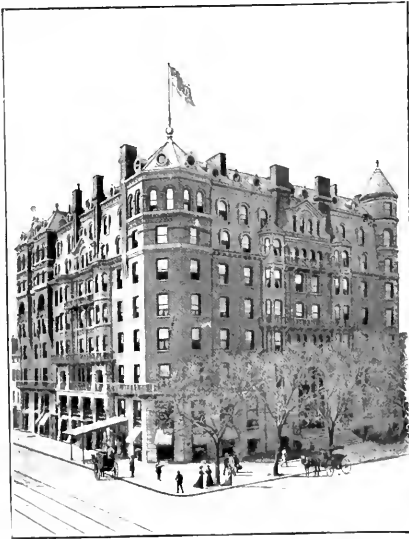
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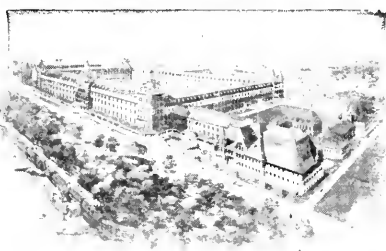


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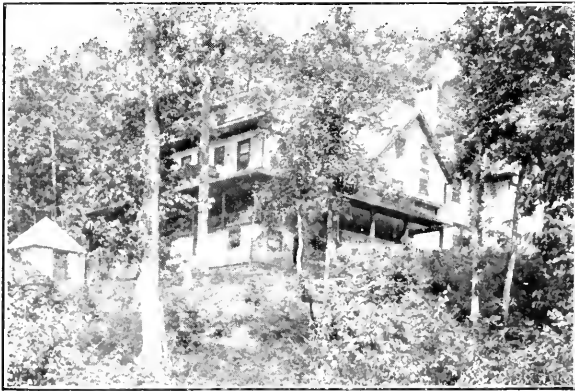
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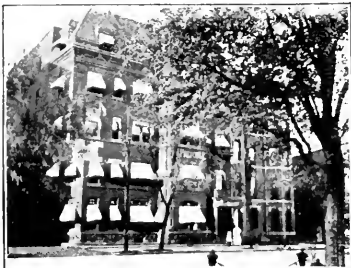
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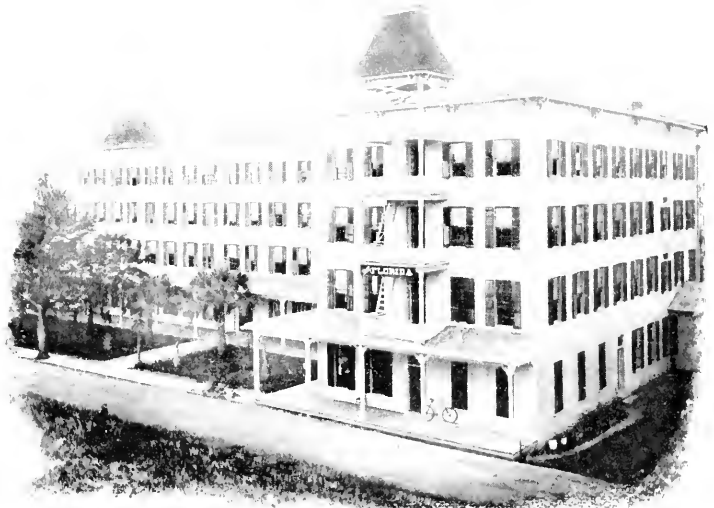
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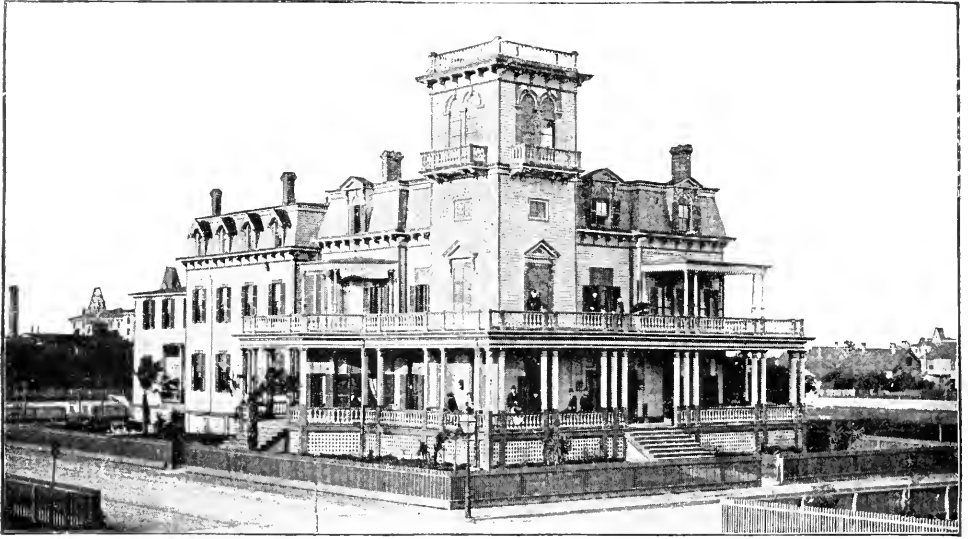
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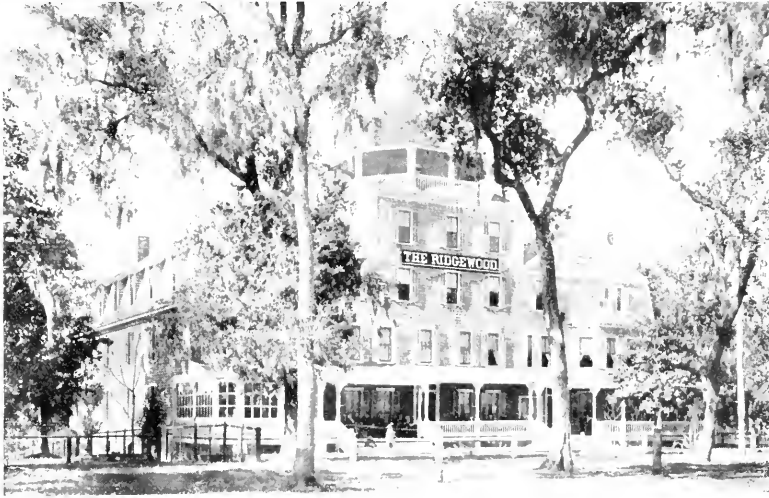
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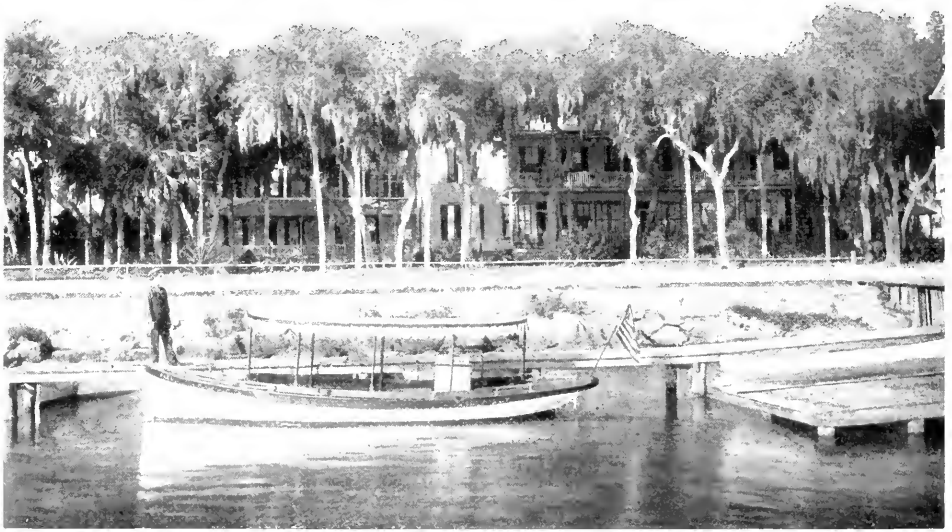
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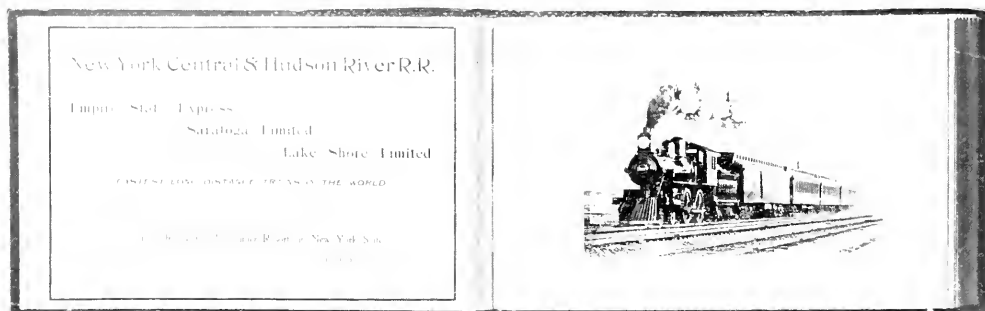
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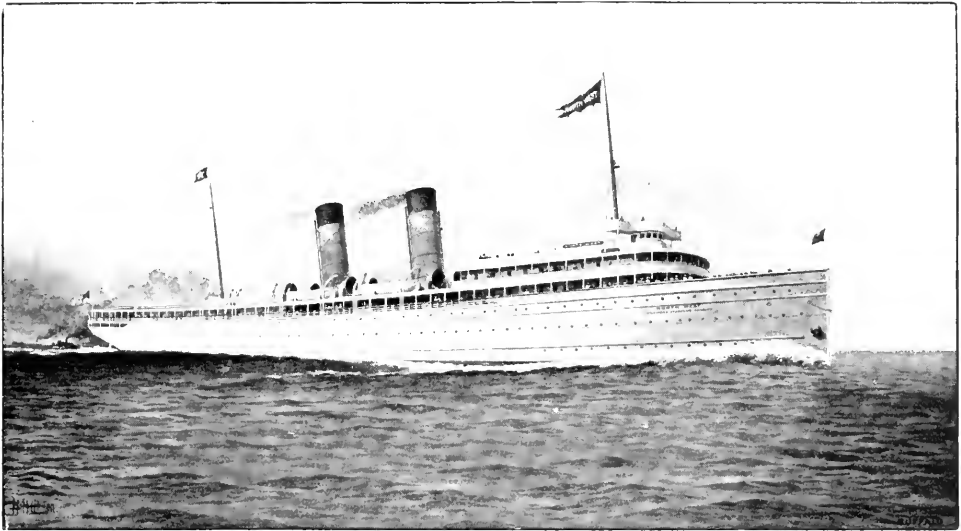
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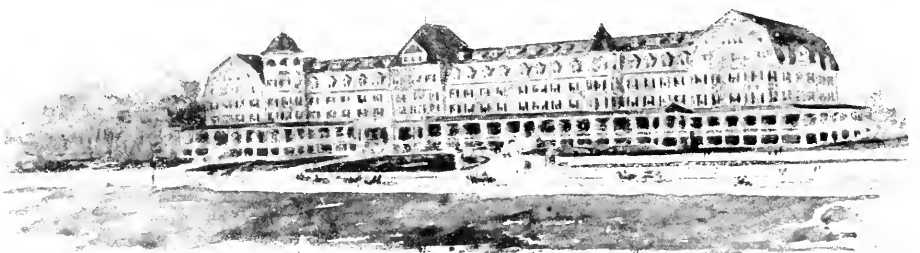


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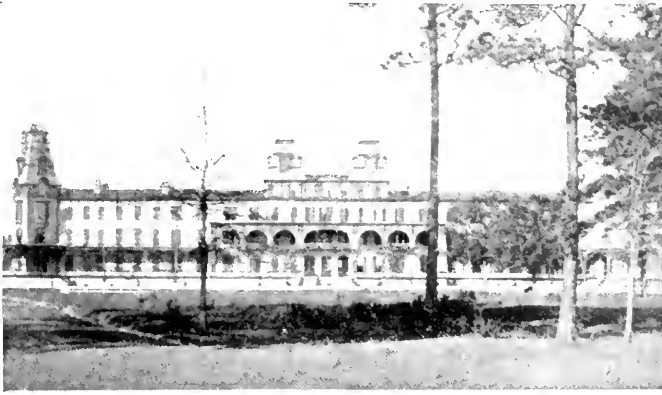
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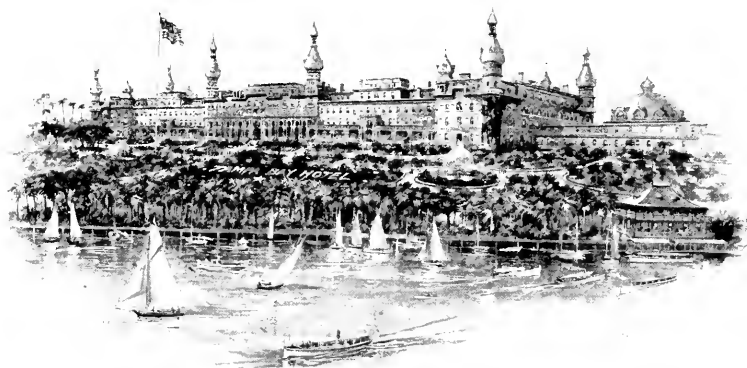
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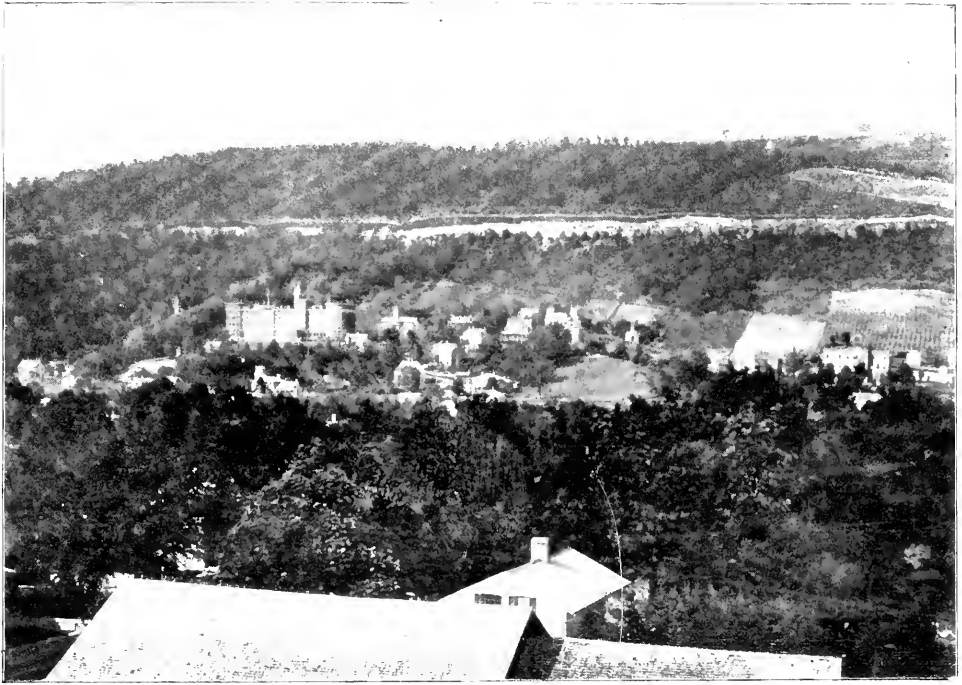
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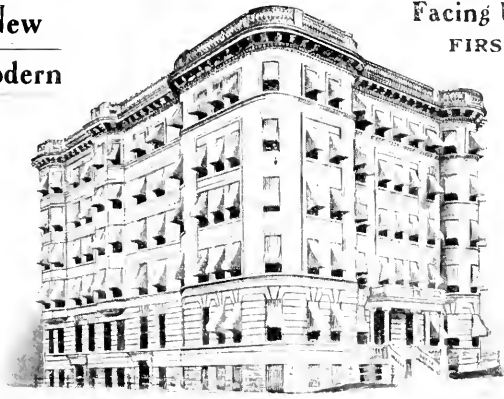


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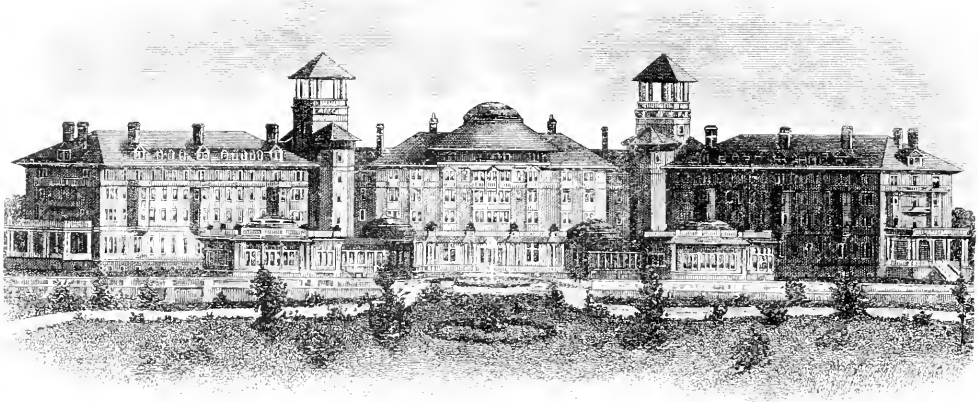
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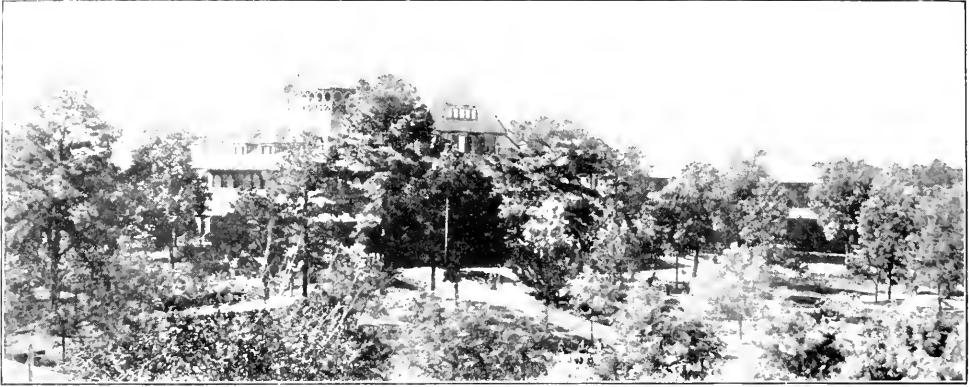
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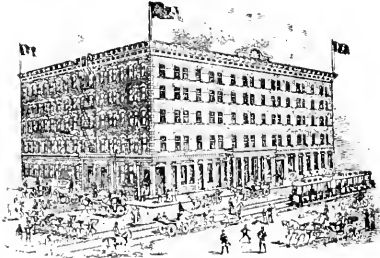
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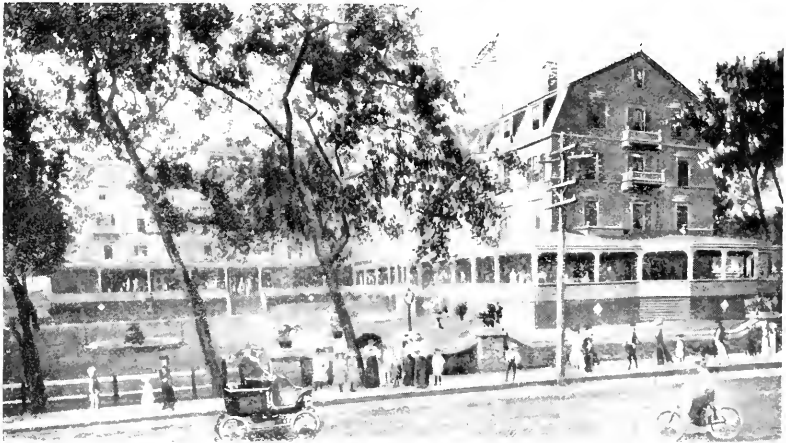
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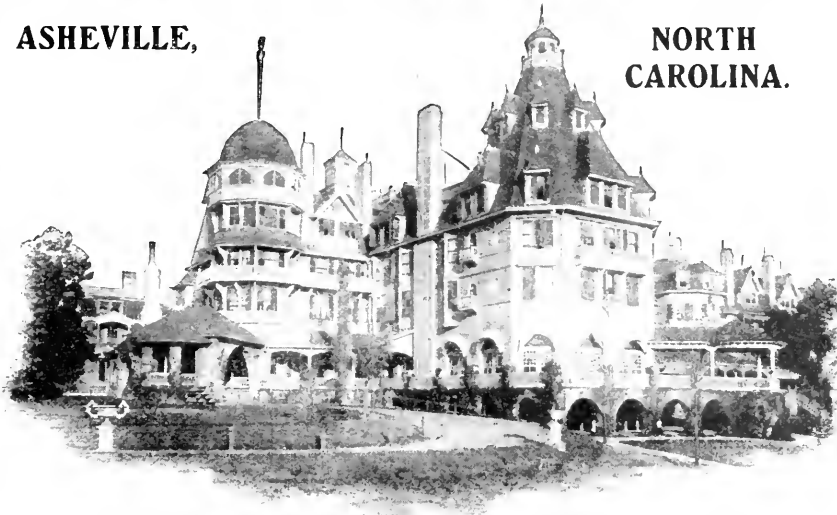
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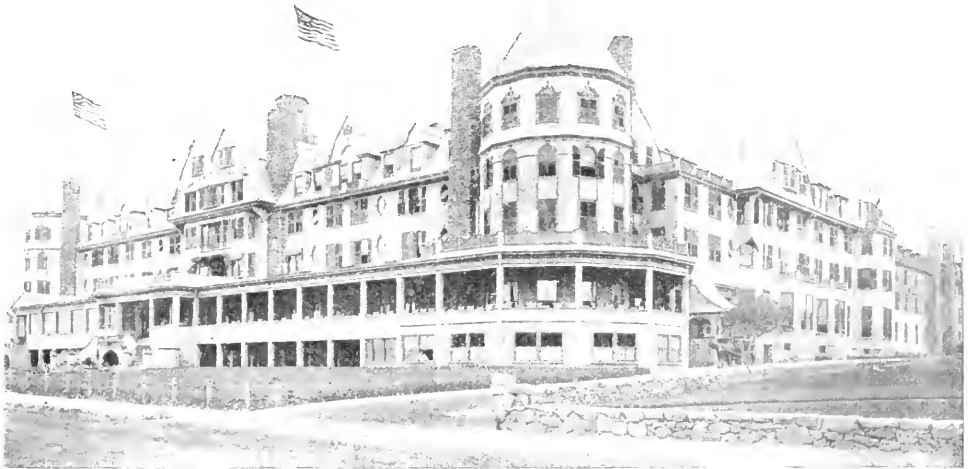
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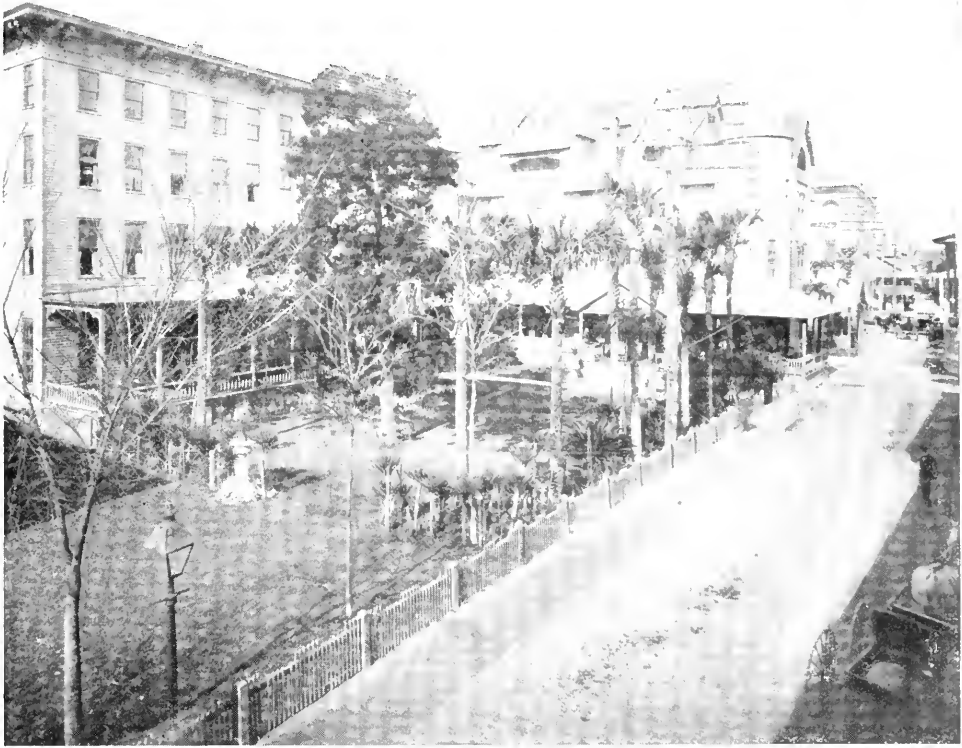
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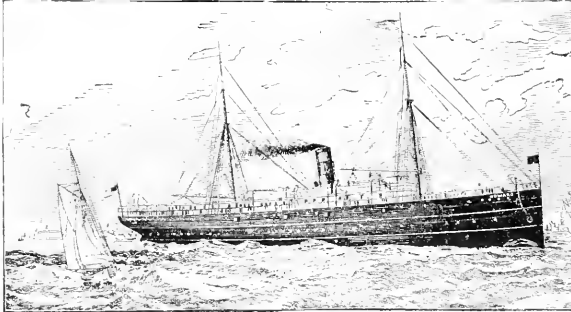
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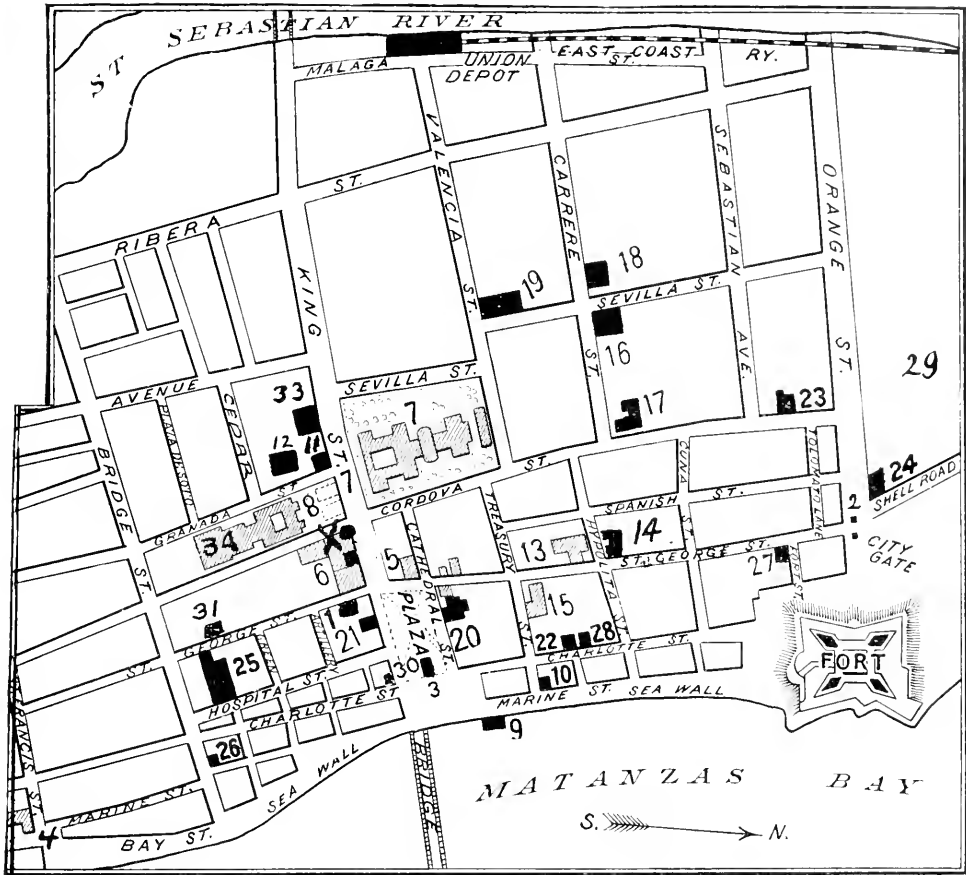
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STANDARD GUIDE MAP OF ST. AUGUSTINE. REFERENCES.

- | | |
|-----------------------|----------------------------|
| 1. St. George Hotel. | 18. Baptist Church. |
| 2. Gateway. | 19. Presbyterian Church. |
| 3. Plaza Market. | 20. Cathedral. |
| 4. Barracks. | 21. Episcopal Church. |
| 5. Post Office. | 22. Osceola Club. |
| 6. Cordova. | 23. Old Catholic Cemetery. |
| 7. Ponce de Leon. | 24. Cemetery. |
| 8. Alcazar. | 25. St. Joseph's Convent. |
| 9. Yacht Club. | 26. La Borde. |
| 10. Vedder Museum. | 27. Abbey. |
| 11. Granada. | 28. Court House. |
| 12. Buckingham. | 29. Golf Club. |
| 13. Magnolia. | 30. Algonquin. |
| 14. City Building. | 31. Spear Mansion. |
| 15. Florida House. | 32. Villa Zorayda. |
| 16. Barcelona. | 33. Casino. |
| 17. Methodist Church. | |

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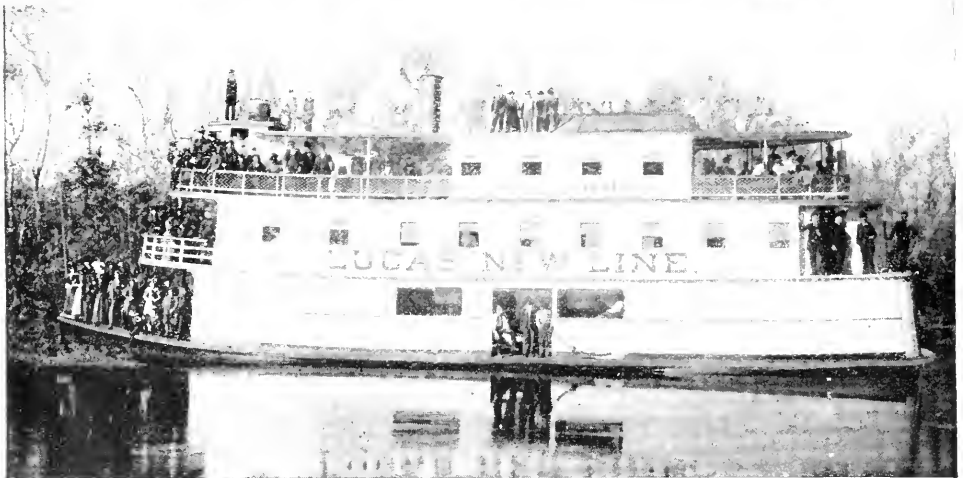
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ST. AUGUSTINE.

For East Coast Map see page 37.

ST. AUGUSTINE is a well-equipped modern city. It has asphalt pavements, gas and electric lights, artesian water system, fire department, well-stocked markets and stores, elegant churches, an increasing number of residences, and palatial hotels which are famous the world over and on whose registers are written the names of more than 50,000 guests every winter and spring. It is the fashionable winter resort of the United States. Visitors find every convenience and luxury. The town is renowned for its healthfulness; the climate is equable and has given lease of life to thousands who have come hither from the North and West.

SITUATED on a narrow strip of land running north and south, the town has in front (on the east) the Matanzas River or bay, and on the west the St. Sebastian River. Across the bay is Anastasia Island; and beyond that—two miles distant—the ocean.

RAILWAYS. All trains leave from the Union Depot on Malaga street.

MAILS. The post-office is on St. George street, facing the Plaza. General delivery hours, 8 A. M. to 6 P. M. Mail time to New York, thirty hours; to Chicago, forty hours.

TELEGRAPH OFFICES. In Alcazar and Hotel Ponce de Leon.

EXPRESS. Southern Express Co.; office, corner Cathedral and Cordova streets.

BANK. First National Bank, north side of Plaza. Hours, 9 A. M. to 2 P. M.

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CHURCHES. *Baptist*—Carrère and Sevilla streets. *Episcopalian*—Trinity Church, facing Plaza. *Methodist*—Grace Church, Cordova and Carrère streets. *Presbyterian*—Memorial Church, Valencia and Sevilla streets. *Roman Catholic*—Cathedral, facing Plaza on the north.

PUBLIC LIBRARY. In Library Building, Hospital street and Artillery Lane.

STUDIOS. Valencia street, in the grounds of the Hotel Ponce de Leon.

POINTS OF INTEREST.

FORT MARION is open to the public through the day.

THE CITY GATEWAY is at the head of St. George street.

THE PLAZA, or Park, is in the center of the town.

THE SLAVE MARKET is a fiction. The old market house on the Plaza, commonly called The Slave Market, never was one.

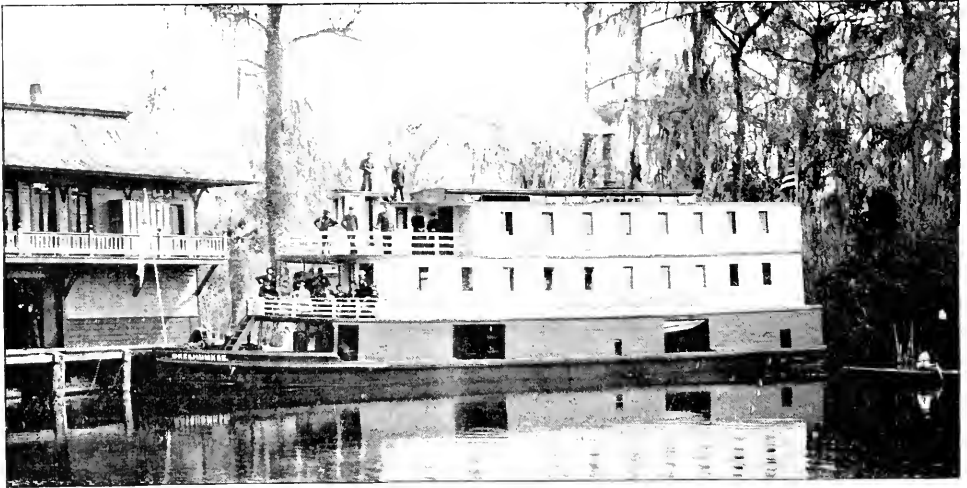
THE OLDEST HOUSE. No one knows which house in St. Augustine is the oldest.

HARBOR AND BEACHES. Small steam craft ply between wharves and beaches and other points, and may be chartered for excursions. A bridge crosses the Matanzas Bay to Anastasia Island, which is thus rendered accessible by foot, carriage or wheel. A railroad runs from the bridge to the lighthouse and to the sea beach, some miles beyond. The beach affords capital wheeling south to Matanzas Inlet.

THE SEA-WALL was built by the United States Government in 1835-42.

THE ST. FRANCIS BARRACKS are at the south end of the Sea-Wall.

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